

INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 77
WASHINGTON, D.C.



125TH ANNIVERSARY
COMMEMORATIVE HISTORY

1901 - 2026

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CONGRATULATE

— I.U.O.E. LOCAL 77 —

ON THEIR

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— ANNIVERSARY —



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★ **THANK YOU** ★

— TO ALL THE —

LOCAL 77

MEMBERS, PAST, PRESENT, AND FUTURE

THAT HELP US GROW AND

STAY SAFE EVERYDAY.



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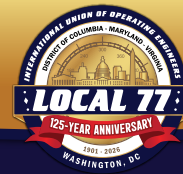
Union Histories hails I.U.O.E. Local 77 for
125 Years of Service to Your Members,
Contractors, Industry and Community!

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



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OPERATING ENGINEERS LOCAL 77 125TH ANNIVERSARY CELEBRATION DINNER-DANCE

Saturday, September 12, 2026
5:00 p.m. - 9:00 p.m.

Gaylord National Resort and Convention Center
201 Waterfront Street, Oxon Hill, MD

Registration and Cocktail Reception	5:00 - 6:00 p.m.
Welcome	6:00 - 6:30 p.m.
Dinner (Seated, Plated)	6:30 - 7:30 p.m.
Live Music and Dancing	7:30 - 9:00 p.m.



PRIDE, DEDICATION, COMMITMENT SUSTAINS LOCAL 77'S LEGACY

Greetings to all, and welcome to the 125th anniversary celebration of International Union of Operating Engineers Local 77. I would like to congratulate all Local 77 members on this remarkable milestone.

I have had the distinct privilege of working on behalf of the membership of this great Local since 2002. Over the years, we have repeatedly proven ourselves to be among the most productive and dedicated Operating Engineers in the country.

Operating Engineers often measure their lives by the jobs they have worked. We remember where we were, who we worked for and the people who stood beside us. "I worked on that one, and that one, and that one." Building that kind of reputation and legacy takes pride, dedication and commitment to our trade.

Tonight, we celebrate both the "old timers" who carry so much of our history and the newer members who will carry that legacy forward. From our humble beginnings in 1901 through today, Local 77 members have helped build Washington, D.C., and have done so with the pride and commitment passed down by those who came before us.

Reaching 125 years is no small accomplishment. Many unions have come and gone during that time, and Local 77 has faced its share of challenges. Yet strong leaders, dedicated staff and committed members have persevered, ensuring that this union continues to succeed. Each of us now has a responsibility to represent the future of Local 77.

As we look ahead, we must challenge ourselves – in the classroom, on the jobsite and at the union hall. Our trade continues to evolve, and we must be willing to learn, adapt and grow with it.

Let us remain committed to strengthening the union that has provided so much for our families. The strength and direction of this union ultimately rests with its members. Our families, our communities and our brothers and sisters all benefit from the solidarity we share. We succeed together.

Strong leadership will remain essential, as will the positive relationships we have built with our contractor partners. Labor and management need one another, and that partnership becomes more important with each passing year.

Along the way, coworkers and friends have become family – brothers and sisters who will forever be part of our lives.

Finally, I want to thank everyone who helped make this celebration possible. Thank you for your involvement, your pride in Local 77 and, most importantly, your friendship.

Congratulations to Local 77 on 125 years of strength, dedication and achievement. May the next 125 years be even greater.

Joshua VanDyke, Local 77 Business Manager and I.U.O.E. General Vice President



This book was proudly produced by

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I.U.O.E. Local 77 and Union Histories give thanks to the following for their contributions to the history in this book:

Local 77 retirees Bobby Horst, Sonny Garrett, Art Taylor, Emmitt Russell
I.U.O.E. International Office
U.S. Library of Congress

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

Art Direction: Andy Taucher
Layout & Design: Steven Demanett



The 125-Year History of Operating Engineers Local No. 77

MAKING D.C.-METRO

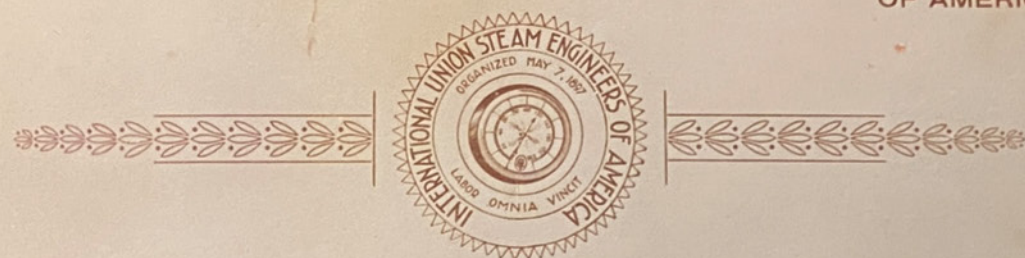
EVOLUTION POSSIBLE SINCE 1901



As the use of combustion engine-powered equipment and hydraulic machinery within the construction industry continued to rapidly advance into the new 20th Century, the **Fraternal Brotherhood of Hoisting and Portable Engineers, Washington, D.C., Lodge** was organized in the U.S. capital city with 41 members on March 31, 1901, as an independent local union affiliated with the American Federation of Labor (A.F.L.). However, by its April 28 meeting the very next month, the lodge was already discussing affiliating with the **International Union of Steam Engineers (I.U.S.E.)**, which had been founded in 1896 and would become the **International Union of Operating Engineers (I.U.O.E.)** in 1928. ...

International Union Steam Engineers

OF AMERICA



CHARTER

To whom it may concern, Greeting:

Whereas, a petition has been received praying that a Charter be granted for the formation of a branch of the INTERNATIONAL UNION STEAM ENGINEERS OF AMERICA to be located at

Washington, D.C.

Know Ye, that acting under the authority vested in us by the Constitution and Laws of our Order, we desire and cause this Charter to be issued for the institution of a Local Union to be known as

Hoisting & Portable Union No. **77.**

and to bear date **Aug. 31, 1901.** and by virtue of this Charter to do and perform such acts as are prescribed in the Constitution and Laws of the INTERNATIONAL UNION STEAM ENGINEERS OF AMERICA.

THE INTERNATIONAL UNION hereby declares its right to suspend or revoke this Charter for any neglect or refusal to perform the duties required by the Constitution and Laws of this organization, and should the aforesaid Local Union be dissolved, or forfeit this Charter, then all property, books, papers and moneys shall be transferred to the General Office of the

International Union Steam Engineers of America

In Witness Whereof, we do now cause our signatures and the General Seal of the INTERNATIONAL UNION STEAM ENGINEERS OF AMERICA to be affixed hereto.

Frank B. Monaghan
GENERAL PRESIDENT
Robert A. McKee
GENERAL SECRETARY-TREASURER



International Union of Steam Engineers Local 77 original charter of August 31, 1901, signed by I.U.S.E. (forerunner to the I.U.O.E.) General President Frank. B. Monaghan and General Secretary-Treasurer Robert. A. McKee. The I.U.O.E. rescinded this charter in July 1930 and merged Local 77 with Local No. 949 to form Local No. 67 in Washington, D.C.

During that assembly, the lodge appointed a committee to “research why we could not affiliate with the I.U.S.E.,” according to the meeting’s minutes. Then during its June 16, 1901, meeting, as minutes recorded, the membership voted to apply for a charter as a “hoisting and portable engineers” local with the union “as soon as money enough is raised to pay for same.”

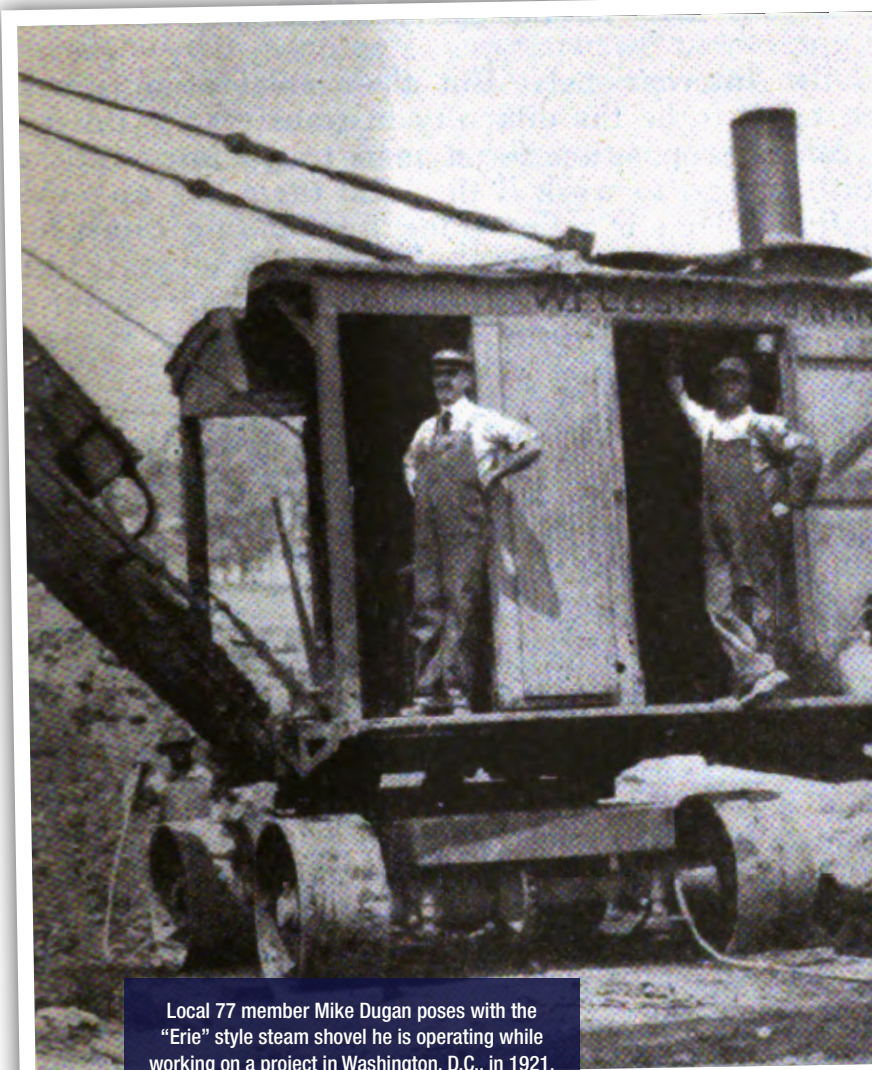
But at the time, existing I.U.S.E. “stationary engineers” **Local No. 14** of D.C. opposed the formation of other engineers local within the city and, as such, had submitted a written protest to the union. At the heart of Local 14’s disapproval was its concern that

LOCAL 77 ORIGINAL CHARTER MEMBERS

These 10 men, each a member of the Fraternal Brotherhood of Hoisting and Portable Engineers, Washington, D.C., Lodge at the time, signed the charter application made to the International Union of Steam Engineers (I.U.S.E.), which would grant them a charter as I.U.S.E. hoisting and portable engineers Local No. 77 on August 31, 1901.

Elisha J. Babcock
James Devlin
Solomon J. Foreman
John Greenwood
Walter C. Houghton

Joseph Mack
David P. McCracken
Thomas Snee
William D. Tapscott
Charles Tomlinson



Local 77 member Mike Dugan poses with the “Erie” style steam shovel he is operating while working on a project in Washington, D.C., in 1921.

stationary engineers (who work with fixed mechanical and electrical equipment inside buildings and plants) would join a new local and members of a hoisting and portable local (who operate heavy movable equipment and machinery) would perform stationary work.

After many conferences between the lodge and the I.U.S.E. local, on June 23, 1901, the hoisting and portable engineers passed a resolution stating that should they be admitted to the union, they “expressly understood that no member can hold membership in both locals or in any other local.” The engineers also agreed, should they be granted a charter, “to strictly abide by and live up to the laws as laid down in the constitution and bylaws of the I.U.S.E. and A.F.L.”

The lodge also continued to lobby Local 14 to withdraw its protest against the hoisting and portable engineers seeking to procure a charter and, instead, endorse their application. Ultimately, after the lodge sent a



International Union Nearly 130 Years Old THE PROGRESSION OF THE I.U.O.E.

With dreadful conditions plaguing the steam-engineering industry in the United States during the late 19th century, a single portable and 10 stationary engineers from across the country assembled in Chicago on December 7, 1896, to make plans for organizing all of the nation's steam engineers into a single, nationwide union. After those 11 men petitioned the American Federation of Labor (A.F.L.) convention the following week for a national charter for a union of steam engineers, the group met again on December 18, 1896, to prepare the charter application and elect temporary officers, who were headed by **President Charles J. DeLong** of Chicago.

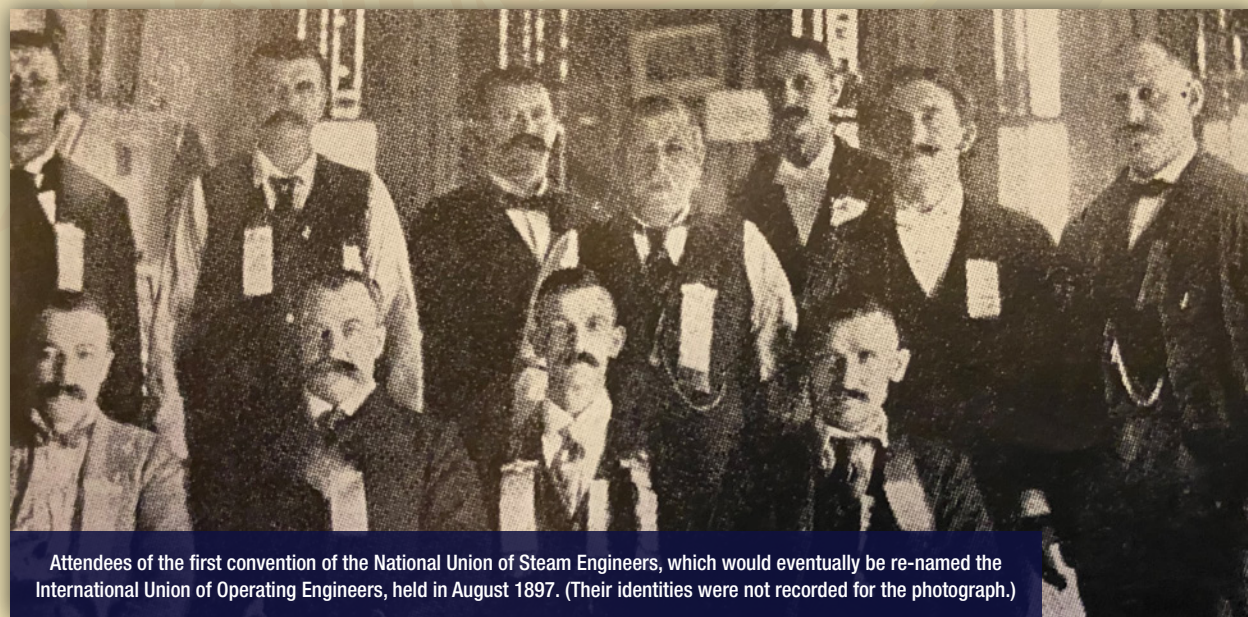
The A.F.L. would grant a charter to the **National Union of Steam Engineers** (N.U.S.E.) on May 7, 1897. (The common denominator among the three trades constituting the new engineers' union – portable, hoisting and stationary – was the steam engine; therefore, the name was chosen simply because steam was practically the only source of power at that time and was utilized almost exclusively by all of the union's membership.) The N.U.S.E. then held its first convention on August 9, 10 and 11, 1897, in St. Louis, during which the union chose its first elected officers, who were headed by **President Frank Bowker** of Boston.

Before the end of 1897, the first Canadian locals joined the union, prompting the union to change its name to the **International Union of Steam Engineers of America**. Shortly after, its General Executive Board shortened that to the **International Union of Steam Engineers**.

With the increase in the use of the internal-combustion engines and electric motors, hydraulic machinery and refrigerating systems, as well as steam boilers and engines, the types of work performed by the union's growing membership were changing as members' roles became more diverse and more construction workers came into the organization. Accordingly, during its 1912 convention, the union amended its name to the **International Union of Steam and Operating Engineers** – the “operating” added to the title as a catchall for operators of non-steam-powered machinery.

As advancements continued to alter most all of its industry and members were working almost exclusively with internal combustion engines, electric motors, hydraulic machinery and refrigerating systems, on July 1, 1928, the union dropped “steam” from its name and became the **International Union of Operating Engineers** (I.U.O.E.). What's more, as the organization progressed, it had attracted workers from the public sector, making it a truly diverse trade union.

In 2021, the I.U.O.E. remains a diversified trade organization that represents operating engineers working as heavy equipment operators, mechanics and surveyors in the construction industry, and stationary engineers who work in operations and maintenance in building and industrial complexes. The union also represents nurses and other health-industry workers, public employees in a wide variety of occupations, and a number of job classifications in the petrochemical industry.



Attendees of the first convention of the National Union of Steam Engineers, which would eventually be re-named the International Union of Operating Engineers, held in August 1897. (Their identities were not recorded for the photograph.)



Local 77 member Milton Edwards operates an “Erie” steam shovel while working on a project in Washington, D.C., in 1926.

letter to the local reiterating its requests during its meeting on July 25, two officers from the local returned to the lodge's meeting that evening to inform the hoisting and portable engineers that the stationary engineers of Local 14 had decided to withdraw their protest and endorse the lodge's affiliation with the I.U.S.E. – provided the Fraternal Brotherhood Lodge “come to an agreement with Local 14 not to hold in its membership men working as stationary engineers but turn them over to Local 14,” among other provisions.

After the membership of Local 14 “pledged us their hearty support and promised to aid us in every possible way to secure our charter and to continue to aid us after the charter was granted,” as the July 25 meeting minutes recorded, the next day the stationary local itself submitted the hoisting and portable engineers' charter application and \$20 fee to the union. Along with 10 charter applicants, Local 14 President John S. Huseman, Recording Secretary Henry

M. Wagner and Organizer John H. Lorch also signed the charter request.

The I.U.S.E. subsequently chartered hoisting and portable **Local No. 77** in Washington, D.C., on **August 31, 1901**.

*Stationary engineers Local 14 would merge with Association of Eccentric Engineers Union Local No. 1 of D.C. to form I.U.S.E. stationary engineers **Local No. 99** on March 25, 1902. I.U.O.E. Local 99 continues to represent stationary engineers in the nation's capital in 2026 as Local 77 celebrates its 125th initial charter anniversary. (The Association of Eccentric Engineers was a prominent union of operating and steam engineers active at the turn of the 20th century; the term “eccentric engineers” referred to the vital “eccentric” circular disk fixed to a rotating axle commonly used in steam engines at the time to convert rotary motion into reciprocating linear motion.)*



LEVELING A NEW PATHWAY FOR THE LOCAL'S FUTURE SUCCESSES

The fledgling Local 77's impact on the construction industry within its jurisdiction was immediate. For instance, as its officers announced during the local's first-ever regular membership meeting, held August 29, 1901, in **Heare's Hall** at 404 8th Street Northwest in Washington, D.C., the city's bricklayers union had already informed its employers that it would "not handle material hoisted by engineers other than members of the (I.U.S.E.)"

Also during that initial meeting, the local appointed a committee of three members, as requested by Local 14, to meet "at once" with a mutual committee of stationary engineers. The two groups, as explained in meeting minutes, would discuss "various matters for the general good of both unions."

At the time, the local's member operating engineers were being paid a wage scale of 37-1/2 cents per hour – or \$18 for a 48-hour workweek – and paying union dues of 50 cents per month to the local. With monthly hall rent of \$2 and dues for affiliation with the

Washington Central Labor Union also \$2 per month, by the end of its first meeting Local 77 had a grand total of \$3.85 (equivalent to about \$151 in 2026) in its treasury.

With D.C.'s population steadily growing from 278,718 during the 1900 U.S. Census to about 295,000 residents in 1903 and, as a result, its physical infrastructure concurrently expanding, the Local 77 membership likewise gradually grew during its initial years as construction work increased. Meanwhile, from the outset the young local strived to protect its jurisdiction, and in doing so, during its January 2, 1902, regular membership meeting it passed a resolution stipulating that "any member of this union caught instructing any man not a member of this union on a hoisting or portable engine shall be fined \$25."

By April 1902, the local had secured a wage scale for its union hoisting and portable engineers of 45 cents per hour and a 44-hour workweek (consisting of 8-hour weekdays and half-day Saturdays) – whereas just two years earlier engineers were earning just \$2.50 per 10-hour workday – as well as time-and-a-half pay for straight overtime and double-time pay for work on Sundays and holidays. The local also sent a delegate to the I.U.S.E.

international convention held in Pittsburgh that year, allowing him \$75 for his expenses – which left only 28 cents in the local's treasury.

Reflecting on that initial, early progress, Local 77 **Secretary James J. McCracken** proclaimed in the May 1903 issue of the I.U.S.E. *International Steam Engineer Journal*, the union's monthly member publication, "God bless our Union! We are growing in membership at every meeting."

Then in January 1905, the local secured a new work agreement with its employing contractors that would go into effect on April 3 of that year with a new wage scale of \$4 per 8-hour day, or 50 cents per hour. The local also retained its overtime of time-and-a-half pay and double-time pay for work on Sundays and holidays.

By the following year, Local 77 had 93 members "in good standing," all of whom were employed at the time, including 73 engineers who were steadily employed in "union positions." What's more, only one contractor in the city was not hiring union engineers, about whom Local 77 **President Joseph W. Croft** declared in the January 1906 *Journal*, "I am not quite sure but that the time is drawing near, if our plans turn out as contemplated, when this insignificant, stingy and slick individual will feel the whip of organized labor that will bring him to his senses."

Among the more notable projects on which the local's members were working during that time was initial construction of the new U.S. Army War College, which included razing the historic Washington Arsenal and erecting the college's first building beginning in February 1903 until it was opened in June 1907. (*Now known as Roosevelt Hall of the National War College at Fort Lesley J. McNair, the building was to be the central focus of an enormous complex envisioned by President Theodore Roosevelt, but only Roosevelt Hall was completed and the ambitious plan was never realized in its entirety.*)



LOCAL 77 CHARTER HISTORY

August 31, 1901

Hoisting and portable engineers Local No. 77 is originally chartered by the International Union of Steam Engineers (forerunner to the I.U.O.E.) with jurisdiction of Washington, D.C.

July 1930

The I.U.O.E. rescinds the Local 77 charter and merges the local with Local No. 949 to form Local No. 67 in Washington, D.C.

January 12, 1938

The I.U.O.E. merges Local 67 and Local No. 724 into the re-chartered hoisting and portable engineers Local 77 with jurisdiction over Washington, D.C.; the State of Virginia; the State of North Carolina; and the four State of Maryland counties of Prince George's, Montgomery, Charles and St. Mary's.

March 1, 1942

The I.U.O.E. charters hoisting and portable engineers Local No. 147 in Norfolk, Virginia, and transfers jurisdiction of North Carolina and Virginia, except the counties of Arlington, Fairfax, Prince William, Stafford and King George, from Local 77 to Local 147.

October 1, 1951

The I.U.O.E. transfers jurisdiction of Loudon and Fauquier counties in Virginia from Local 147 back to Local 77.

April 1, 1990

The I.U.O.E. creates Local No. 5 with jurisdiction over heavy and highway work in 10 southern states, including Virginia. The union terminates Local 5 in 2004.

February 15, 2019

The I.U.O.E. issues Local 77 its current charter as the union reissues charters to all its locals to reflect structural modernization, accurately codify updated geographic jurisdictions and incorporate extensive changes made to its General Constitution after decades of local mergers, territorial expansions and trade diversification left many older documents obsolete.



Operating engineers with either Local 77 or its predecessors I.U.O.E. Local No. 67 or Local No. 724 operate machinery for the Crane Service Company sometime during the 1930s.





LOCAL 77 BRANCH LOCALS

Local 77-A

Junior and Apprentice Engineers

Originally chartered on December 31, 1938. In accordance with I.U.O.E. bylaws, the charter was re-issued on June 1, 1965, to cover “junior and assistant engineers” when the local was issued a “Registered Apprentices” charter.

Local 77-B

Branch Engineers – Street & Sewer and Mixers

Chartered on December 31, 1938, to cover operating engineers working in street and sewer projects and automotive mixer engineers.

Local 77-C

Branch Engineers – Sand & Gravel and Well Drilling

Chartered on December 15, 1944, to cover operating engineers employed in sand and gravel plants and with well-drilling companies.

Local 77-RA

Registered Apprentice Engineers

Chartered on June 1, 1965, for apprentice members.

Local 77-D

Branch Engineers – Field Engineers

Chartered on July 1, 1971, to represent field engineers

The I.U.O.E. chartered “branches” of its locals as a means of providing representation to apprentices and workers who are not operating engineers. Some locals of the International Union of Steam Engineers (one of the previous names of the I.U.O.E.) were already utilizing “subordinate” branch locals to organize firemen – or apprentices – who fired and maintained the engines of the machines being operated by journeyman engineers as early as 1906. Soon after, locals also formed branches for engineers performing lower-paying “street- and general-construction work.”

Parent locals primarily organized branches early on in order to control the entry of potentially competitive workers into the union and, as a result, the wage scales of journeyman engineers. Ultimately, the union made its practice of utilizing branch locals official when it integrated measures for the system into its constitution during the early 1920s, by which time the branch-local system was essentially serving as a de-facto apprenticeship program. As such, the branch locals were afforded representation and many of the same rights and privileges of any local, although the branches were supervised by their respective parent locals.

Over the course of the ensuing decade, Local 77 made substantial progress as D.C. grew rapidly during the 1910s, driven by an influx of tens of thousands of workers during World War I, which the United States entered in April 1917 before it ended in November 1918, and new federal construction. Steady when not abundant work for the local’s members during that time was bolstered by the massive population and government growth that forced development outward into surrounding neighborhoods, which was also the result of the Height of Buildings Act of 1910 passed by Congress to prevent the construction of tall structures that could block views of monuments and the U.S. Capitol.

The burgeoning hoisting and portable engineers local entered 1918 with a wage scale for its journeyman-level operators of 80 cents per hour for 8-hour workdays and four-hour Saturdays. Its overtime continued to be paid at time-and-one-half and double-time for Sundays and holidays.

By that year, the local had also claimed jurisdiction over all steam engines and boilers, cable ways, locomotive cranes, locomotives on construction work operated by steam, electricity, gasoline, hydraulic or compressed air, including pumps, syphons, pulsometers, concrete mixers, air compressors, temporary or permanent elevators, where used for the hoisting of building material. The local maintained the work of “the firing of all portable boilers” for its members as well.

Local 77 then gained a new pay rate of 92-1/2 cents per hour in April 1918 as employment conditions remained stable. The local agreed to extend that scale beginning April 1, 1919, for one year to April 1, 1920.

ADVANCING WITH THE CAPITAL BUT MERGED OUT OF EXISTENCE

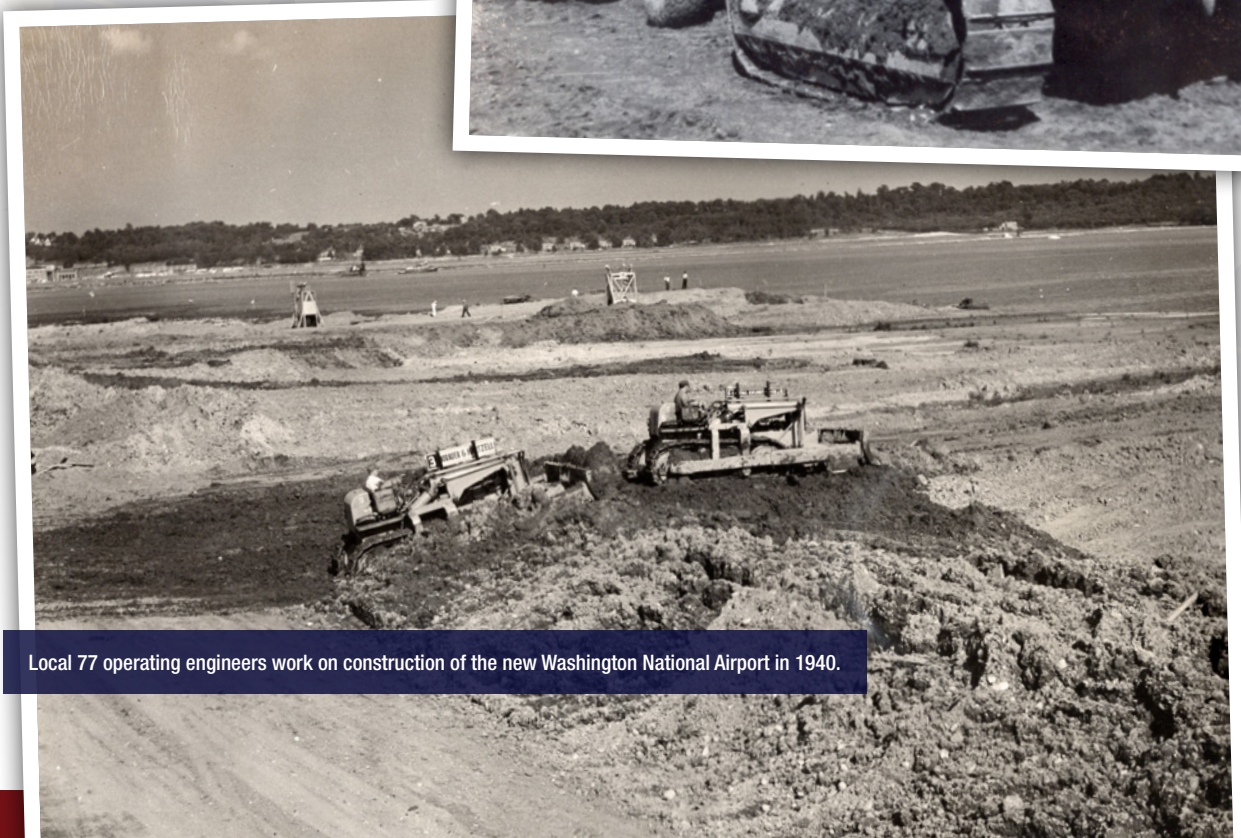
As Washington, D.C., experienced a massive private and commercial building boom during the “Roaring Twenties,” a nearly decade-long period of

dramatic economic prosperity and social change in the country, driven by a rapidly expanding federal workforce, a growing population and the implementation of the city’s first formal zoning code in 1920, Local 77 continued to thrive as employment flourished. A surge in multi-family housing along the city’s major corridors and suburban sprawl that created outlying neighborhoods particularly to the northwest also created a large amount of work for the operating engineers throughout much of the 1920s.

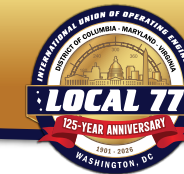
At one point in 1921, seven of the eight heavy-machinery construction contractors in the city were employing the local’s members, while the local had recently come to “good terms” with the eighth contractor, a longtime anti-union nemesis who was employing one union operator. Additionally, by that time the local’s wage scale had been significantly increased to \$10 per day, or \$55 per 44-hour workweek at \$1.25 per hour.

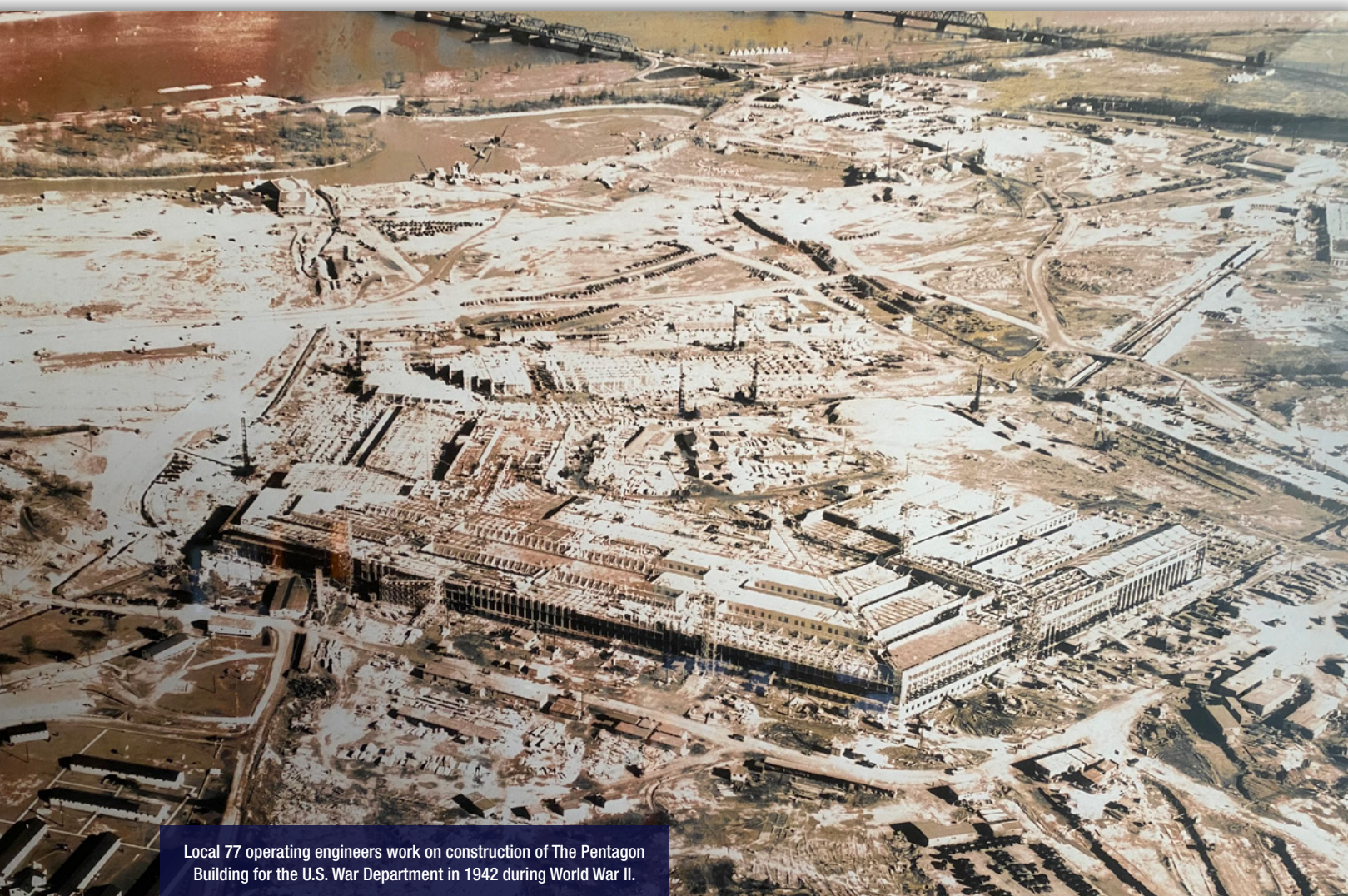
However, in June 1926 Local 77 went on strike against its employers in what became, as the June 1926 *Journal* described, “a bitter conflict” as the employers were “doing everything in their power to bring in strikebreakers from other cities to take the places of the strikers.” At issue was the contractors’ refusal to grant the local a \$1-per day wage increase it had requested in negotiations for a new work agreement.

With the international union supporting the local through strike-benefit payments, after nearly one month the strike ended in May after



Local 77 operating engineers work on construction of the new Washington National Airport in 1940.





Local 77 operating engineers work on construction of The Pentagon Building for the U.S. War Department in 1942 during World War II.

I.U.S.E. International Vice-President James Cooley was able to successfully negotiate a settlement with a group of employers consisting of the Building and Manufacturers Association, concrete contractors and employing bricklayer contractors. The new three-year-long agreement went into effect April 1, 1926, and provided the local with the \$1 raise it had been seeking, calling for a daily wage of \$11, or \$60.50 per week at \$1.37-1/2 per hour, as well as double-time pay for overtime.

The contract further stipulated that the employers agreed to “employ only members who are in good standing in Local No. 77.” Conversely, it also required the local to “supply men when required upon 24-hours’ notice,”

while if the local failed to do so, “the employer shall be at liberty to employ such men as may be available for this work until such time as Local Union No. 77 can replace same with members of said Local.”

But by that time the local was also contending with the Operative Builders’ Association, a group of speculative real-estate builders who were building a large number of houses in D.C. but were “fighting the organized building trades.” In response the union operating engineers joined with nearly all the other trade unions in the city to form the Washington Building Trades Defense Association, whose sole purpose was “fighting non-union builders.”

Meanwhile, passage by Congress of the Public Buildings Act of 1926, which was the product of a desperate need for centralized office space for expanding federal agencies in D.C., would create more work opportunities for the local’s hoisting and portable engineers. The law subsequently set the stage for clearing old neighborhoods in the city and beginning the construction of **Federal Triangle**, a 10-building, 75-acre government office complex in downtown D.C. to house key federal institutions including the National Archives Building, the Department of Commerce (Herbert Hoover Building), the Department of Justice and the Environmental Protection Agency.

By early 1928, however, I.U.S.E. officials had discovered that Local 77 “did not organize, nor care to organize, the non-union work or the non-union engineer” in its jurisdiction or adjacent territories while the local’s membership was not increasing and the number of non-union operators in D.C. was growing. In response, in May 1928 the union chartered new **Local**

No. 949 in the city with jurisdiction over its excavating and foundation work, while building construction would remain under Local 77.

Soon after, Local 77 was encroaching upon the work of the new local, causing “considerable dissension,” as I.U.S.E. **International Representative Charles A. Haury** reported in the September 1929 *Journal*. The union ultimately placed both locals under the supervision of Representative Haury beginning in April 1929.

Managing both locals, Brother Haury soon found “no effort had been made by the officers of Local No. 77 to negotiate a new agreement with the employers, notwithstanding the fact that the old agreement had expired.” He was eventually able to secure a new, three-year contract with the Building Trades Employers Association that covered both Local 77 and Local 949 when it went into effect on September 1, 1929.



Local 77 apprentices and instructors pose during their apprenticeship graduation from the Bell Vocational Evening School in Washington, D.C., in 1948.

DIESEL MECHANICS
VOCATIONAL EVENING SCHOOL
CLASS OF JUNE 1948



Among the terms of the agreement, the wages for engineers were initially set at \$1.65 per hour for work on derricks; \$1.50 per hour for work on double-drum hoists; and \$1.37-1/2 per hour for work on single-drum engines. The contract also maintained double-time pay for overtime work for the members of both locals.

Notably, the agreement further provided for “the creation of a joint arbitration board which shall consist of three members of Locals No. 77 and/or No. 949 and three members of the Building Trades Employers Association, to which shall be referred all matters in dispute.” It also called for the creation of an “apprenticeship plan.”

But by 1930, the D.C. region and its construction industry as well as the entire nation were feeling the full wrath of the Great Depression, the worldwide financial and human catastrophe that began with the U.S. stock market crash of October 29, 1929 (history’s “Black Tuesday”) and lasted throughout the following decade. The depression affected operating engineers around the country particularly hard, causing membership in the I.U.O.E. to drop from 33,705 in July 1930 to 21,502 in July 1933, with hoisting and portable locals losing 54 percent and stationary locals shedding 23 percent of their respective members.

Consequently, in July 1930 the recently renamed I.U.O.E. merged the struggling Local 77 and Local 949 together and chartered the amalgamated members as **Local No. 67** with hoisting and portable jurisdiction over D.C. and vicinity.

AVOIDING HISTORIC HARDSHIP THEN REESTABLISHING ‘No. 77’

The depression paradoxically sparked a massive construction boom in Washington, D.C., which was boosted by ongoing work on the Federal Triangle, in particular the new **U.S. Department of Labor Building** that was started in late 1932 and completed in 1934. Additionally, federal “New Deal” legislation, officially known as the National Industrial Recovery Act of 1933, championed by U.S. President Franklin D. Roosevelt to create jobs and combat the destructive effects of the Depression around the country widely benefitted the construction industry in the nation’s capital.

Congress passed additional key legislation among a series of economic actions and worker-friendly measures that assisted unions and affected workers’ rights as well. Those included the National Labor Relations Act of 1935, which guaranteed employees the right

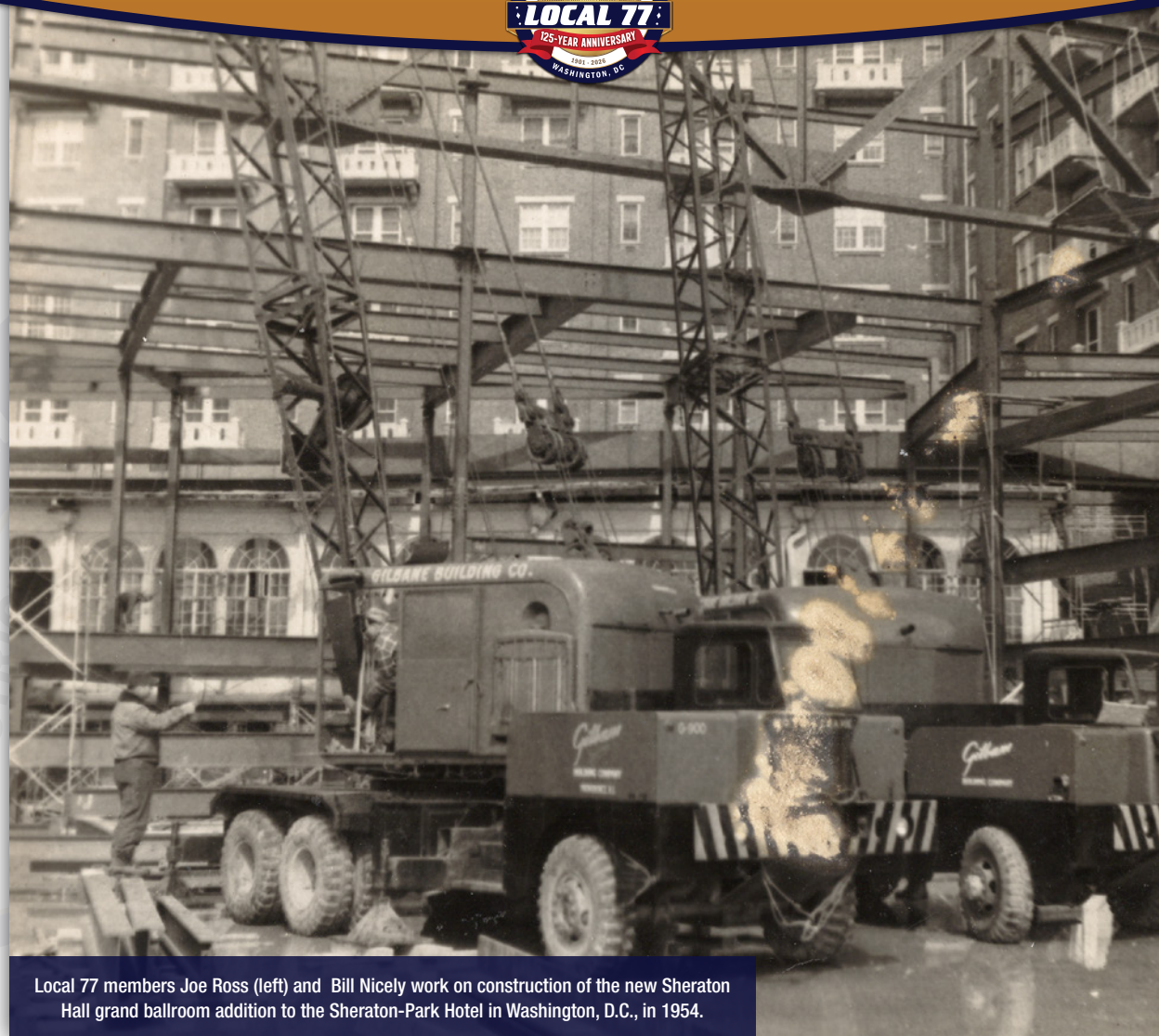
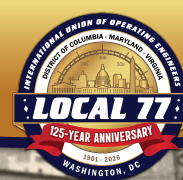
Local 77 members and their guests celebrate the local’s 50th anniversary at a banquet in the Mayflower Hotel in Washington, D.C., on November 3, 1951.



(Library of Congress, Prints & Photographs Division, Reproduction number 133356.)



Local 77 operating engineers install the U.S. Marine Corps War Memorial in Arlington Ridge Park in Arlington County, Virginia, on November 10, 1954. (Dedicated to all Marines who have given their lives in defense of the United States since 1775, the monument is also colloquially known as the Iwo Jima Memorial in reference to the Marine’s Battle of Iwo Jima during World War II, during which photographer Joe Rosenthal took the famous photo depicted by the statue.)



Local 77 members Joe Ross (left) and Bill Nicely work on construction of the new Sheraton Hall grand ballroom addition to the Sheraton-Park Hotel in Washington, D.C., in 1954.

to form and join unions and to collectively bargain for contracts through representatives of their choosing, helping to provide jobs for the local's membership during 1934 and much of the second half of the decade.

By 1936, the I.U.O.E. had also chartered **Local No. 724** in D.C. to help the union and Local 67 oversee and manage the latter's jurisdiction, which stretched far beyond the city by that time. *(Very few records of Local 724, which would only function for about two years, exist.)*

Leaders of the two locals would meet on December 18, 1937, in the D.C. office of I.U.O.E. General President John Possehl, however, to draft the terms of an agreement to merge into one larger local with a single set of administrative officers. Among the provisions

of the "Proposed Terms of Amalgamation of Local Unions No. 67 and No. 724," all officers and business representatives of both locals would resign and General President Possehl "shall designate who the officers and business representatives of said new Local Union shall be; such officers and business representatives as are appointed to remain in office until June 30, 1939."

The Local 67 membership approved the terms for amalgamation during a special meeting on December 23, 1937. The Local 724 membership then gave its full authority by unanimous vote during a meeting held December 29 to accept the merger conditions as well.

The I.U.O.E. then amalgamated Local 67 and its 180 members and Local 724 and its 95 members and chartered them as hoisting

and portable engineers Local No. 77 on January 12, 1938. The union subsequently assigned the new local territorial jurisdiction over Washington, D.C.; the State of Virginia; the State of North Carolina; and the four State of Maryland counties of Prince George's, Montgomery, Charles and St. Mary's.

A meeting was held on January 15, 1938, in the **Knights of Pythias Temple** at 1012 Ninth Street Northwest in D.C. during which I.U.O.E. International Representative J. Coyne officially installed Local 77 and appointed its first officers, including **President H. Ora Thompson; Business Agent John P. Shields**, who would oversee D.C. and "all local affairs;" and Brother Haury, who was placed in charge of the "outlying districts" of the local's territory. Shortly after, the new local opened its new offices at **426 Fifth Street Northwest** in D.C. and established branch offices in Richmond, Virginia, and Charlotte, North Carolina.

The Local 77 Executive Board during its first meeting, held on January 17, 1938, appointed a committee "to make the necessary arrangements whereby the funds now held in the bank in the name of Local Union No. 67 and No. 724 be transferred to Local Union No. 77." During its next meeting, held on February 8, the board voted that the "working rules" and "by-laws" of the former Local 67 be adopted as the rules and laws "governing" Local 77.

At the local's request, on **December 31, 1938**, the I.U.O.E. issued a new charter to Local 77 that specifically stipulated Hoisting and Portable Engineers" as its jurisdiction. The union also issued charters that day for **Local No. 77-A** for the local's

"Junior and Apprentice Engineers" and **Local No. 77-B** for the local's "Street and Sewer Engineers" and "Automotive Mixer Engineers."

As Local 77 turned its attention to conditions for its members in the field and at the bargaining table, the local gained a new, two-year work agreement with all the contractor associations that represented the local's employers, which went into effect on May 1, 1939. In addition to providing increased wage scales ranging from \$2 to \$1.60 per hour for operators on various machinery, the contract also put into place a 40-hour workweek for the local's members, constituting five 8-hour days of the week.

Among a range of abundant jobs on which the local's nearly 400 members were working at the time was construction of the **U.S. Census Building** (officially Federal Office



Local 77 operating engineers install an Atlas rocket, which were later used as NASA Mercury launch vehicles to send the first manned capsules into space, in 1961 on "Rocket Row" outside the Smithsonian's Arts & Industries Building in Washington, D.C.





The Local 77 Executive Board during the late 1960s, including (front row, left to right) Vice-President Delbert Allen, Business Manager J. C. Turner, President Richard D. Bailey and Recording Secretary John W. Marsh, pose for a photograph.

Building No. 1 but only utilized by the Census Department for two years) and the **Social Security Building** (now the Wilbur J. Cohen Federal Building) that would both be completed in 1940 in downtown D.C. Elsewhere, the local's operating engineers were also employed on construction of the new **District of Columbia Municipal Center** (now the Henry J. Daly Building) in which city offices would be consolidated after it was completed in 1941; ongoing expansions to **Gallinger Municipal Hospital** and **St. Elizabeth's Hospital** in D.C.; and multiple new sewer-construction projects throughout the jurisdiction.

Local 77 operating engineers also helped build the new **Washington National Airport** at Gravelly Point on the Potomac River in Arlington, Virginia, beginning in late 1938. Now Ronald Reagan Washington National Airport (which still utilizes its original building as its Terminal 1), constructing the facility required initially moving almost 20 million cubic yards of sand and gravel onto the site, much of which was underwater, using four large hydraulic dredges and erecting a dike around its riverside perimeter, after which the airport would ultimately open on June 16, 1941.



WINNING ANOTHER WAR THEN THRIVING WITH HEALTH BENEFIT

Escalating military production throughout Washington, D.C., and the United States after World War II began in Asia and Europe in 1939 finally pulled the country out of the Great Depression as industries began manufacturing materiel for the armed forces of U.S. ally countries. After the United States officially entered the conflict following the surprise attack by Imperial Japan on the U.S. Naval Base at Pearl Harbor, Hawaii, on December 7, 1941, increased defense work in its jurisdiction helped provide Local 77 members with ample employment throughout the war.

Those jobs included the expedited, 16-month construction of **The Pentagon Building** between September 1941 and January 1943 as the headquarters of the U.S. War Department. Erected as a reinforced-concrete structure using 680,000 tons of sand dredged from the Potomac River since steel was in short supply because of the war, the 6.5-million-square-foot facility was the world's largest office building when it was completed (and has been the second largest since 2023).

Members of Local 77 and sister I.U.O.E. locals from around the region also built the **Naval Air Station Patuxent River** on the Chesapeake Bay at Patuxent River, Maryland, beginning in April 1942. With as many as 1,000 operating engineers utilizing machinery for all excavating and paving for its three 2-1/4-mile runways and various floating rigs, including pile drivers and steam whirleys, to construct various docks and shore facilities, the station was completed for its commissioning on April 1, 1943, as the largest such U.S. Navy air base in the eastern portion of the country.

With construction work flourishing throughout the region, in February 1942 the local released territorial jurisdiction of North Carolina and Virginia, except the latter's counties of Arlington, Fairfax, Prince William, Stafford and King George, to the I.U.O.E. "for the purpose of establishing local unions" in those states, as Local 77 meeting minutes of February 19, 1942, recorded. The union subsequently chartered new hoisting and portable **Local No. 147** in Norfolk, Virginia, and Raleigh, North Carolina, on March 1, 1942.

At Local 77's request, the I.U.O.E. also chartered another branch local, **Local No.**



Local 77 tower crane skill improvement class graduates pose along with officers and instructors during the local's apprenticeship and training graduation ceremonies in 1974.



Local 77 gained its first-ever employers-funded **Health and Welfare Plan** fringe benefit in 1949 to provide healthcare insurance to its members.

The local gained its first-ever employers-funded **Pension Fund** fringe benefit in 1959 to provide retirement benefit payments to its retired members.

77-C, on December 15, 1944, to represent engineers in the numerous sand and gravel plants in its jurisdiction. The local organized the new branch with 17 charter members.

After the war ended with the surrenders of Nazi Germany on May 7, 1945, and then Japan on September 2 of that year to the U.S.-led Allies, Local 77 continued to push for improved pay and working conditions for its membership. As such, on October 17, 1945, the local approved a 12-1/2-cent “across the board” wage increase after having scheduled a strike vote among its members in the following days.

As the decade progressed and employment conditions remained favorable, among several large-scale projects on which Local 77 members were employed was a comprehensive expansion and modernization of the **Dalecarlia Reservoir**, a primary storage basin for drinking water, to handle major population growth following World War II; and construction of the **Aviation Research Laboratory** and **Glenn L. Martin Wind Tunnel** on the campus of the **University of Maryland** in College Park that was completed in 1949. Elsewhere around its jurisdiction in the 1940s, union operating engineers also helped build the new **Sousa Junior High, Kelly-Miller Junior High** and **Tyler Elementary schools** and helped expand **Kimball Elementary, Taft Junior High** and **Randall Junior High schools**.

But the local went on strike in early June 1948 after it could not reach an agreement on a new wage scale with the Excavators Association of Washington, which represented the local’s 14 employing excavating contractors. After

submitting negotiations to a federal conciliator, the strike ended on June 18 when the local was awarded an immediate 12-cent-per-hour pay increase for its journeyman operators and another raise of 12-1/2 cents per hour on September 1 in a new contract that would bring its scale to \$1.50 to \$2.50 per hour.

When that agreement expired on May 1, 1949, however, about 450 of the local’s members worked without a contract for more than three months while threatening to strike again after rejecting a 10-cent hourly wage increase proposed by contractors in a new contract. The stoppage – which would have “crippled work on all projects now in the excavation stages,” as the August 1 *Washington Evening Star* newspaper reported – was averted when an 11th-hour bargaining session produced a new work agreement on August 3 after the local had set a strike deadline of 7:30 a.m. the following day.

Key in the new agreement was a first-ever employer-funded **Health and Welfare Plan** fringe benefit to provide members and their families with healthcare insurance. The provisions of the new contract required that contractors would contribute 3 percent of gross payroll for all operating engineers they employed into the **Operating Engineers Insurance Trust Fund**, which would subsidize the benefit plan.

“Originally, there were a few members who resisted the idea of a Health and Welfare Fund,” Local 77 **Business Manager James “J. C.” Turner** later wrote in the April 1952 *Journal*. “Today, after over two years of operation, many members believe it is the best thing that has ever happened in Local No. 77. Certainly, it has brought a new sense of security to the members and their families.”



Local 77 operating engineers work on the U.S. Capitol building restoration project that took place from 1983 into 1988.

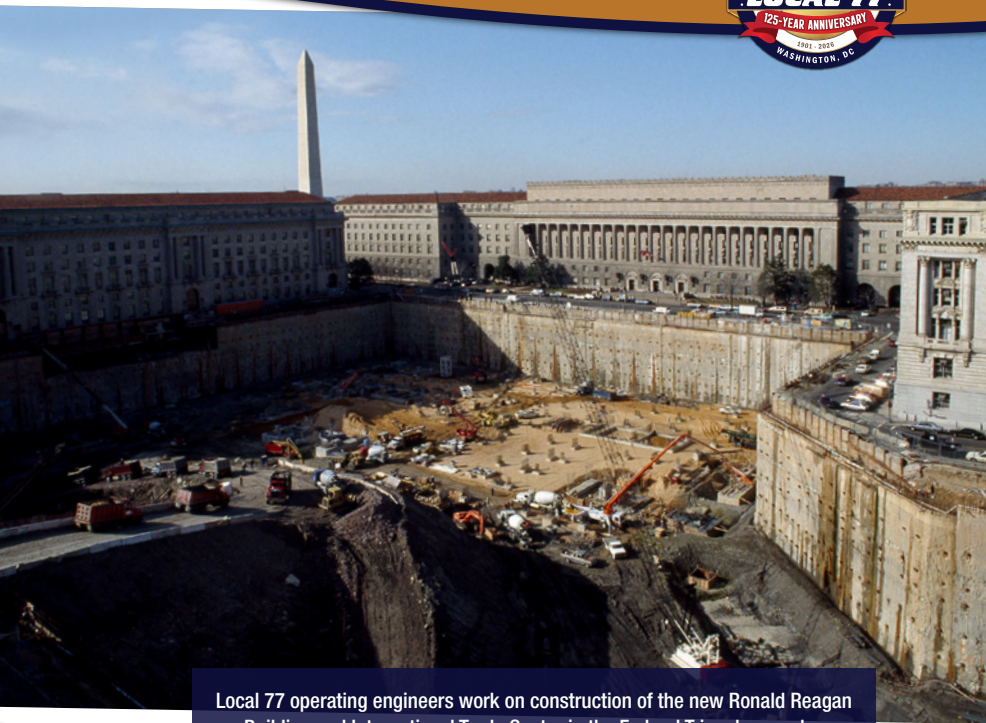
WAGE AND BENEFITS PROGRESS By Negotiations And Strikes

Employment remained strong for the Local 77 membership in the 1950s and 1960s, while the local continued to control a large portion of the market share of construction in its jurisdiction. Much of that work in and around Washington, D.C. was defined by massive urban renewal projects and new highway systems including the **Interstate 495** “Capital Beltway,” which began in 1957 and was completed in August 1964.

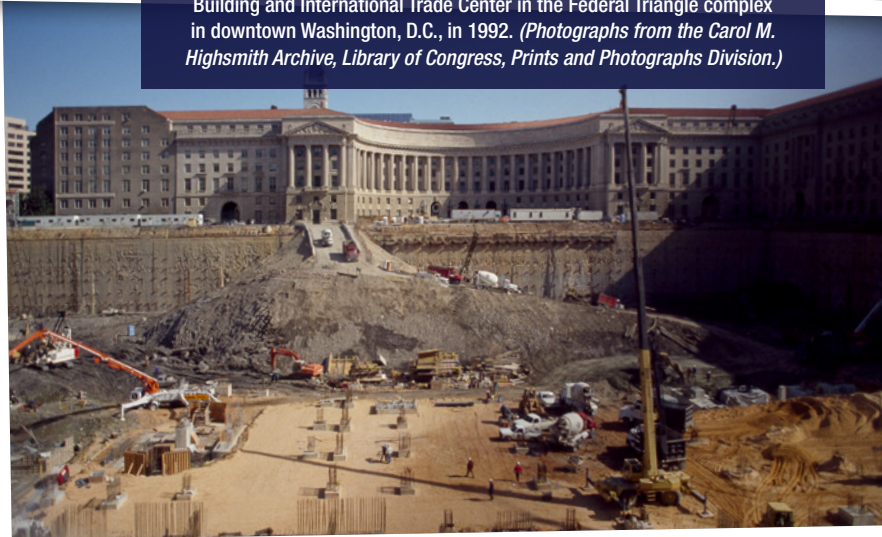
The local’s jurisdiction expanded when the Local 147 membership, after several meetings with Local 77 over the previous year, unanimously voted to relinquish to the D.C. local Loudon and Fauquier counties in Virginia, both of which bordered Local 77’s territory. During a general meeting on



Local 77 Business Manager Delbert Allen (far left), former Business Manager and then-current I.U.O.E. General President J. C. Turner and others perform groundbreaking ceremonies for the local’s new (and current) Union Hall in Camp Springs, Maryland, in April 1976.



Local 77 operating engineers work on construction of the new Ronald Reagan Building and International Trade Center in the Federal Triangle complex in downtown Washington, D.C., in 1992. (Photographs from the Carol M. Highsmith Archive, Library of Congress, Prints and Photographs Division.)



September 20, 1951, the Local 77 membership then voted to “inform the General President that Local 77 would be very pleased to accept the two counties in question,” after which the I.U.O.E. transferred the counties to Local 77 on October 1, 1951.

After gaining a new work agreement that went into effect on May 1, 1952, with increases to its journeyman wages and contributions to healthcare benefits, the following year the local signed another new contract with the Construction Contractors Council on May 28, 1953, after threatening to strike. The agreement,

which covered more than 300 construction members, called for 5-cent hourly wage raises on June 20 and October 1 that increased pay for various machinery work to between \$2.01 and \$3.10 per hour before expiring April 30, 1953.

A new one-year agreement signed June 28, 1954, with the Construction Contractors Council averted a strike that was to begin the same day. Consecutive two-year contracts in June 1955 and June 1957 were then gained without the local’s construction members stopping work.

Significant projects on which members were working during the late 1950s included construction of the original span of the **Woodrow Wilson Memorial Bridge** to carry interstates 95 and 495 across the Potomac River between Alexandria, Virginia, and Oxon Hill, Maryland, when opened on December 28, 1961. Additional jobs in the D.C. area that also provided substantial workhours for the local’s members included construction of an addition to the

U.S. State Department Building (now the Harry S. Truman Building) that would be completed in 1960; the new **Rayburn House Office Building** that would be opened in early 1965 on Capitol Hill as an office building for the U.S. House of Representatives; and the **Central Intelligence Agency Headquarters** that was built between November 1959 and March 1961 in Langley, Virginia.

During that time, a 42-week-long strike that involved Local 77 operators as well as Teamsters Local 639 members at the Smoot

Sand and Gravel Company came to an end on March 18, 1959, when the unions ratified a new agreement. The contract provided pay increases that would bring the average hourly wage of the 150 Smoot employees from \$1.25 to \$1.60, while it also called for overtime pay after eight hours rather than after 40 hours.

But the local’s more than 350 heavy-machinery operators went on strike against the Construction Contractors Council for three days beginning May 12, 1959, when the contractors rejected the local’s request for three 10-cent raises in a new two-year pact. After briefly halting more than \$150-million worth of construction work, the local gained a new, two-year work agreement that called for total wage-and-benefit increases of 35 cents per hour, which brought top crane operators’ pay to \$3.97 per hour.

The contract also established a first-ever employer-funded **Local 77 Pension Fund** fringe benefit for members. The fund, subsidized by contributions from contractors based on hours worked by Local 77 operators, would provide retirement benefit payments to the local’s retired members.

The local had to strike the Construction Contractors Council again two years later beginning June 14, 1961, virtually stopping work on the federal building projects and as many as 50 smaller commercial building jobs – although about 600 Local 77 members employed by contractors that already have granted a requested wage increase or had agreements with the national union continued working elsewhere. At issue with the strikers was the contractors’ rejection of the local’s request for an immediate 10-cent hourly pay increase for all its members and second-year raises ranging from 10 to 25 cents.

Among the work that the strike affected was construction of the Smithsonian

Institution’s new **Museum of History and Technology** (now the National Museum of American History) on the National Mall in D.C. that had begun in August 1958. The 750,000-square-foot facility would eventually open to the public in January 1964 to tell the history of the United States through its displays.

The strike ended after 11 days when the local ratified a new, two-year contract on June 24, 1961. The agreement gave the local’s operators pay increases ranging from 15 to 35 cents per hour for various job classifications over a two-year period.

It was also during that time that Local 77 moved apprentice training to the forefront. As such, the local began its **Operating Engineers**



Local 77 members remove the 19-foot 6-inch tall, 7-1/2-ton Statue of Freedom from atop the U.S. Capitol building for restoration in 1993.





Skill Improvement and Joint Apprenticeship Committee in May 1962 to improve the local's training. Then on June 1, 1965, the I.U.O.E. issued a **Registered Apprentice Engineers Charter** for the local.

Local 77 continued to prosper throughout the balance of the 1960s as work remained abundant throughout its jurisdiction. Consequently, with a total membership of more than 1,400 hoisting and portable engineers, by the end of the decade the local controlled 90 percent of the construction market share in D.C.

PASSENGER RAIL CONSTRUCTION CREATES EMPLOYMENT, PITFALLS

The 1970s for Local 77 were dominated by construction of the **Washington Metro** regional rapid rail system that began in January 1970. Despite a marked proliferation of non-union competition in the local's jurisdiction throughout the decade, work on the original 98.5-mile, \$4 billion (equivalent to about \$34 billion in 2026) public passenger-transit network for the Washington Metropolitan Area Transit Authority provided record workhours for the local and increased its membership to more than 2,400 operating engineers in 1976.

With a large majority of those members and as many as 500 other union engineers from sister I.U.O.E. locals deeply involved in erecting the Metro in the capital, Maryland and Virginia suburbs, by 1973 approximately 100 engineers working in three shifts were engaged just in sinking shafts and excavating dirt from tunnel approaches to the Potomac River. Operating engineer activity at that time also focused on digging and installing a twin-tube tunnel – one seven feet below the other – under the Potomac River linking D.C. with the Rosslyn area of Virginia; mining a Metro station out on the Virginia banks of the river, where the tunnel would continue for approximately one-half

mile before surfacing and proceeding at ground level to The Pentagon and National Airport; and underground construction beneath major streets in the business section of D.C.

The first portion of the Metro system, the 4.6-mile Red Line and its five stations from Rhode Island Avenue to Farragut North in Washington, D.C., would open on March 27, 1976. The completion of ensuing lines would link Arlington County with D.C. on July 1, 1977; Montgomery County on February 6, 1978; Prince George's County on November 17, 1978; and Fairfax County and the City of Alexandria on December 17, 1983.

Notable projects aside from the Metro on which some Local 77 members were employed during the early- and mid-1970s included construction of the third **Library of Congress** building, the 2.1-million-square-foot structure **James Madison Memorial Building**, beginning in June 1971 with excavation work that after being completed in 1976 remains one of the largest single library buildings in the world. Elsewhere, members erected the soaring, 1.37-mile **Governor Thomas Johnson Memorial Bridge** over the lower Patuxent River beginning in 1972 that joined Calvert and St. Mary's counties in southern Maryland when opened on December 17, 1977.

However, the increased, higher-paying work for the Metro prompted many of the local's members to abandon sewer construction and excavation industries during a period when non-union contractors were gaining more of the jobs that union contractors were not doing because they were busy with the rail system. Employers soon began pushing for concessions from the local to counter the growing non-union market share, resulting in the local scaling back overtime in 1972 from double-time to time-and-a-half pay.

But the local countered the non-union opposition by establishing its new, modern **Operating Engineers Local 77 Training**

Local 77 was the first local in the I.U.O.E. to sign and adopt the union's **National Reciprocal Agreement**, which was established in 1971 to protect the pensions of members working under the jurisdiction of two or more I.U.O.E. locals and their pension funds. Under the agreement, members who move from one plan to another when working in another local's jurisdiction will have their pension benefits protected.

Center in Accokeek, Maryland, which it dedicated on June 21, 1973. Situated on 169 acres, the facility contained several classrooms, a well-equipped workshop and 35 pieces of government-surplus equipment on its property, which also featured a gravel pit and numerous roads that permitted practical training, allowing apprentices to train in the use of hydraulic, gas, pneumatic and diesel machinery.

Unfortunately, Local 77 members and other building-trades craftspeople working on the Metro were compelled to walk off their jobs on November 11, 1974, to protest unsafe working conditions on the system's construction sites after 12 workers had died over the previous nearly five years while employed on the project – including Local 77 member **Clifton E. Dorsey**, who was killed on October 30, 1974, after he was electrocuted when his crane struck a high-voltage electric line at an Arlington site. The several hundred workers returned to their jobs the following day after officials from the U.S. Department of Labor and the Metro promised to “place more emphasis on safety and meet with union officials on specific safety problems,” according to the November 12 issue of the *Evening Star*.

As Metro work continued to sustain strong employment for the local, the second half of the 1970s was highlighted by construction of the new (and current) **Local 77 Union Hall** in Camp Springs, Maryland, beginning in April 1976. When completed and opened later that year, the local's two-story headquarters featured a 400-capacity meeting room on the ground

Continued after following spread.



Local 77 operating engineers excavate and work on constructing a slurry wall in 1999 for the new Walter E. Washington Convention Center in Washington, D.C., that would open in 2003.



Local 77 Apprenticeship and Training A DEDICATION TO PREPARING A N INDUSTRY-BEST WORKFORCE

Although Local 77 utilized a system of apprenticeship, through which trainees learn the operating-engineer trade while working on jobsites with veteran journeyman operating engineers, since it was first established in 1901, the local did institute a formal apprentice-training program until the 1940s. Structured classroom and lab instruction by experienced Local 77 members to supplement paid, on-the-job training apprentices received were initially held at the **Bell Vocational High School** in Washington, D.C. (which became Bell Multicultural High School, whose original building – the former Bell Vocational – was replaced in 2006).

To greatly enhance its ability to train apprentices and provide continuing education for its members, in 1973 Local 77 and the Operating Engineers Joint Apprenticeship and Training Committee of Washington and Vicinity (J.A.T.C.), a board of representatives from the local and its employing contractors, opened the new, modern, 169-acre **Operating Engineers Local 77 Training Center** in Accokeek, Maryland, which the local and J.A.T.C. dedicated on June 21, 1973. The half-million-dollar (equivalent to about \$3.7 million in 2026) educational facility featured several classrooms; a vast, well-equipped workshop; 35 pieces of government surplus equipment; a gravel pit; and numerous roads that permitted practical training.

Over the years, the Engineers Local 77 Training Center has been upgraded numerous times to improve its capabilities, including the J.A.T.C. purchasing more than \$1.5 million of new equipment over a 10-year period from 2007 to 2017. Then in 2020 the J.A.T.C. implemented **block-schedule training** instead of evening classes, which involves apprentices attending training in four 40-hour weeks per year – and has greatly improved attendance.

As Local 77 marks its 125th charter anniversary in 2026, it maintains its state-of-the-art training center as one of the most impressive training facilities in the operating-engineers trade in which it offers the J.A.T.C. **three-year apprenticeship program**. The facility contains two classrooms capable of comfortably holding 28 students and a simulator room with two CM Labs **motion-based five-screen simulators** with the capability of providing training on dozer, excavator, backhoe, end dump, boom truck, RT crane, crawler cranes, tower cranes and luffing tower cranes – while new equipment on the center's

fenced 169 acres includes a **Potain MDT159 tower crane** and five-axle, all-terrain **LTM 100-5.2 mobile crane**.

In 2026, the center is training 67 apprentices in its classrooms and shop and out on its fields. That student body includes the J.A.T.C. program's largest first-year class in a very long time, as the training center generally hosts an average of 45 to 60 apprentices over all three years of their training programs.

As the Local 77 Training Center furnishes members with access to a full fleet of construction equipment, it also provides them the ability to receive the latest certifications, licensing training and skills upgrades available in the industry. Indeed, Local 77 remains committed to producing the most capable, most current and most competitive operating engineers in the Washington, D.C., region.



The Local 77 Training Center and its 169-acre training yard.



Local 77 Brother J. C. Turner MEMBER, OFFICER HEADED INTERNATIONAL UNION

Local 77 member **James Castle** “**J. C.**” **Turner**, who served as the local’s business manager from 1952 into 1972, went on to serve as **I.U.O.E. international general president**, leading the union for more than nine years from January 1976 through June 1985. Initiated into the I.U.O.E. and Local 77 on November 21, 1935, he also served as an I.U.O.E. international vice president beginning August 23, 1956, and was international secretary/treasurer from October 1972 to January 1976.



Born in Beaumont, Texas, Brother Turner was influenced by his father, a union leader with the boilermakers and ironworkers, and was also a successful collegiate boxer who graduated from Catholic University in 1940. But soon after, while he was working as a union organizer in Nantahala Township, North Carolina, he managed to escape an anti-union mob that threatened to throw him in a river during a dispute in which a union man was shot to death and another was beaten.

After moving to Washington, D.C., in 1932 and joining the operating engineers union three years later, Brother Turner became a business representative for Local 77 in 1940. Subsequently serving as the local’s vice-president then business manager and president, in 1971 I.U.O.E. General President Hunter P. Wharton appointed Brother Turner to be the union’s director of Legislation and Political Action.

Previously and while serving as an officer of Local 77, he also was vice president and then president of both the **Washington, D.C., Central Labor Council** and the **Washington Building and Construction Trades Council**.

Local 77 dedicated and renamed its union hall in honor of Brother Turner on February 6, 1982. A plaque on the **J. C. Turner Building** has since read: “IN HONOR OF THE LONG STANDING DEVOTION AND SERVICE TO LOCAL 77 AND THE LABOR MOVEMENT.”

Brother Turner passed away on April 13, 1996, at age 79.

floor and a second-floor office complex, which would be renamed the **J. C. Turner Building** on February 6, 1982, after the local’s former business manager and I.U.O.E. international general president.)

Out in the field, the local’s members were also working on a few larger jobs such as construction of the new **Mobil Oil Headquarters** in Merrifield, Virginia, beginning in April 1978. After the first phase of the corporate complex was completed in 1979, the company would remain on the campus until the merged ExxonMobil Corporation abandoned it in 2015.

Meanwhile, contractors continued their demands for contract concessions in the face of mounting non-union competition. Subsequently, member **Jack Clapsaddle** won the local’s 1978 election for business manager while promising to hold a hard line against those ultimatums.

When the new business manager took office in September 1978, negotiations for the local’s Construction Contractors Council agreement had been ongoing since the previous contract expired in April as contractors stood firm



Local 77 Business Manager J. C. Turner meets with U.S. President Lyndon B. Johnson sometime during the late 1960s.



Local 77 operating engineers work on construction of the new Woodrow Wilson Memorial Bridge to carry interstates 95 and 495 across the Potomac River between Alexandria, Virginia, and Oxon Hill, Maryland, in 2005.

in their demands for changes to many of its conditions, including removing the guarantee for a paid 40-hour workweek even if weather or other conditions don’t allow operating engineers to work that amount of time. As operating engineers continued to work without a new agreement, talks eventually broke down and the contractors locked them out of their jobs, after which the local went on strike on February 25, 1979 – although several contractors signed interim agreements to continue most Metro and a few other key projects, allowing a portion of the local’s 1,200 member engineers to keep working.

During the strike, a Fairfax County judge, citing a contractor’s complaints, issued an order barring violence and limiting the number of union pickets at the Mobil headquarters and a Metro subway station “after the contractor said

workers hired to replace union engineers ... were being threatened, assaulted and verbally abused,” *The Washington Post* reported on March 19, 1979. However, Local 77 members had not engaged in any violence even though, as Business Manager Clapsaddle declared in the newspaper’s article, “It upsets the men a great deal when someone comes in and takes their job.”

The two sides finally ratified a new, two-year contract in May 1979. The agreement contained several union concessions, including the end of paid travel time and double-time overtime pay, a break in the 40-hour guarantee from January through March and an increase of the tonnage requirement on which apprentices could work from 18 to 35 tons, allowing contractors to utilize more apprentices on certain jobs.



WITHSTANDING TOUGH TIMES THEN BEGINNING TO RECOVER

As Metro work declined while the rail system was being completed during the 1980s and early 1990s, the Local 77 membership dropped back to 1,465 operating engineers by 1984 and down to 1,183 by 1992. As its numbers decreased, work in the area still continued to grow but more was being handled by non-union operators, dwindling the local's market share down to about 30 percent by 1984 and leaving upwards of half its membership out of work at times during the mid-1980s.

After the turmoil of the 1979 strike, contractors signatory to Local 77 began to position themselves to endure the onslaught from the non-union gain in market share in the Washington, D.C., area. In doing so, during the 1980s some contractors stopped negotiating with the local while others even formed new non-union companies.

In one particular instance, signatory contractor Corson & Gruman attempted to withdraw from the contractors association in July 1980 after Local 77 went on strike when it could not reach a deal with the association on a new work agreement. Although the company

then stated that it also must "terminate (its) long-standing relationship with Local 77 in the Sewer, Water and Gas Agreement," a landmark decision by the National Labor Relations Board was supported by a heavily litigated 1990 U.S. Court of Appeals ruling determining that the construction firm had "illegally withdrawn recognition of the union and failed to reinstate returning strikers."

Former Business Manager and then-current I.U.O.E. President Turner, who saw the changes occurring, visited the local in the early 1980s and asked its members to make concessions to concrete companies to keep their non-union counterparts from gaining a foothold in the area. His "Westend Agreement" and other concessionary proposals he suggested were



Local 77 operating engineers work on construction of the new Nationals Park baseball stadium along the Anacostia River in the Navy Yard neighborhood of D.C. from 2006 into 2008.



Local 77 operating engineers work on construction of the new Woodrow Wilson Memorial Bridge in 2007.

often not received favorably by the membership at the meetings he attended.

Also during the decade, after Chuck Stover won the local's election for business manager against Brother Clapsaddle in 1981, the two would run against each other for the position of business manager for the next several election cycles. While Business Manager Stover retained the office each time, the contentious campaigns took a toll on the local.

One of the silver linings to the 1980s, however, was the significant participation of Local 77 members in the complete restoration of the **U.S. Capitol** building that took place from 1983 into 1988. With the work of the union engineers, the renovation of the 170-year-old Capitol's west central façade to its original condition was finished nine months ahead of time and \$20 million under budget.

Then in early April 1988, the legislative and political activities of Local 77 and the I.U.O.E. on behalf of the membership produced a momentous result when the **Washington Metropolitan Area Transit Authority**

awarded a new, years-long construction project to a union contractor, which would provide approximately two years' worth of work for about 30 members of the local. As a result of the union's strong support, Congress adopted an amendment to the omnibus spending bill it was considering for Fiscal Year 1988 that banned Japanese contractors from U.S. public works jobs until Japan opened its own public construction market to U.S. firms.

Because of the amendment mandate, a few months later the Transit Authority rejected the low bid on its project, which involved building a lower level at the Fort Totten subway/bus transfer station in a residential area of D.C., as it came from a consortium that included a Japanese firm. New bids on the projects were won by a union contractor that employed Local 77 members – who would "reap the benefits of jobs," as an article in *The Operating Engineer*, the union's re-named publication, declared.

But as the otherwise tumultuous decade was nearing its end, following contentious collective bargaining negotiations in 1989





Local 77 signatory contractor George Hyman Construction Company attempted to transition toward utilizing non-union labor and open-shop operations, triggering a major labor strike by D.C.-area building trade unions, including the operating engineers. The pivotal event in regional construction history during the long-term trend of employers pushing for concessionary bargaining and attempting to bypass union rules, which Hyman had attempted to skirt by creating a separate non-union firm, or “double-breasting,” ultimately led to their consolidation into the large **Clark Construction**, which remains signatory with Local 77.

The 1990s began for Local 77 with the I.U.O.E. creating a new local in an effort to organize highway work in the south, chartering Local No. 5 on April 1, 1990, with headquarters in Jackson, Mississippi, and jurisdiction over heavy and highway work in 10 southern states. However, Local 5 would never execute a collective bargaining agreement or cover a project in Local 77’s geographic territory, and the D.C. local’s heavy and highway jurisdiction was



Local 77 operating engineers install High Occupancy Toll (HOT) express lanes on Interstate-495 around Washington D.C. and Northern Virginia in 2009.



Local 77 operating engineers work on construction of Phase 1 of the Washington Metro system’s new Silver Line during the early 2010s.

never disrupted before the I.U.O.E. returned it to Local 77’s charter and closed Local 5’s charter on June 30, 2004.

Internal political struggles within the local began to subside with the retirement of Business Manager Stover in 1992, after which he tapped **Robert “Bobby” Horst** to take over the position in June 1992. While the local continued to labor during the early 1990s as poor employment conditions persisted, under Business Manager Horst, who hired Brother Clapsaddle as a business agent, the local increased its union membership dues, lowered its officers’ salaries and signed new contractors, which helped put the local on the road back to relative prosperity by the late 1990s.

Aiding the local’s recovery was a growing amount of work created by an increasing number of notable projects in its jurisdiction, such as construction of the **Federal Triangle Center Project** in downtown D.C. to house several federal agencies, international trade

partners and private-sector businesses in more than 500,000 square feet of space. Initiated in 1991, the project involved erecting the **Ronald Reagan Building and International Trade Center**, which filled the final vacant plot of land in the historic Federal Triangle complex when completed in 1998 and, at \$768 million (equivalent to about \$1.5 billion in 2026), was the most expensive federal building constructed at the time.

Regardless, the local’s wages and benefits only increased by a maximum total of 17.2 percent across the decade to a high total compensation package of \$24.56 per hour for the local’s top-paid operators, whereas packages had increased by as much as a total of 41 percent (\$14.84 to \$20.72 per hour) during the previous decade and 81 percent (\$6.68 to \$13.93 per hour) during the 1970s. During the following decade of the 2000s, however, the local’s wage-and-benefits package would increase by more than 34 percent to as much as \$38.96 per hour for uppermost operators.

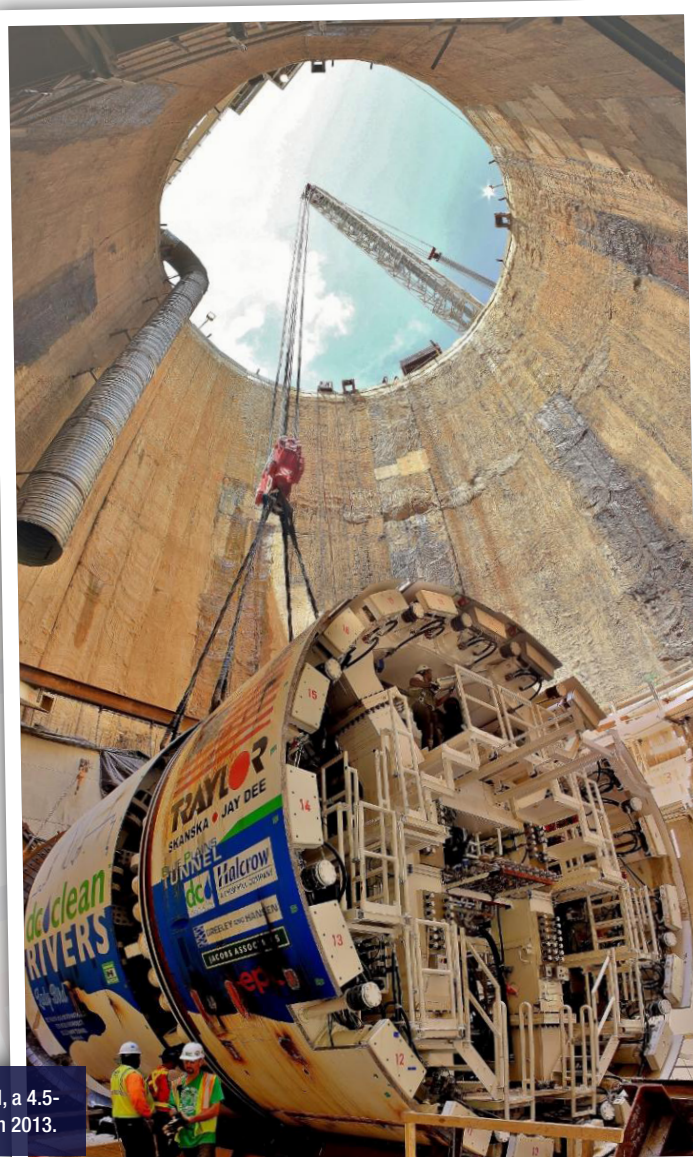


RANGE OF NEW PROJECTS CARRY LOCAL TOWARD NEW PROSPERITY

Just after Local 77 entered the new “Y2K” (Year 2000) Millennium, in that initial year the local established an Annuity Program to provide supplemental retirement benefits for its members. With work and, as a result, employment continuing to expand in its jurisdiction, by the time the local was celebrating the **100th anniversary** of its original charter back in 1901 its membership had grown back to more than 1,292 operating engineers and apprentices.

Supporting the local’s strengthening employment conditions was an ongoing shift in the Washington, D.C., construction industry from post-1990s urban revitalization to a robust, federally fueled development boom. Increased national security, defense spending and federal procurement in the wake of the September 11, 2001 (9/11) terrorist attacks on the United States, during which members of the extremist group al-Qaeda hijacked four commercial airplanes and flew two of them into the World Trade Center in New York City and

Local 77 operating engineers work on construction of the Blue Plains Tunnel, a 4.5-mile combined sewer overflow tunnel for DC Water’s Clean Rivers Project, in 2013.



After receiving his 35-year I.U.O.E. service pin, Local 77 member Jose Freeland addresses attendees of the local’s general meeting in November 2020 – held outside of the Local 77 Union Hall because of the COVID-19 pandemic.

one into The Pentagon while passengers forced the fourth to crash in a field in, Shanksville, Pennsylvania, dramatically expanded the regional economy and demand for office space, providing work for the local’s members.

What’s more, following decades of population loss, D.C. began adding residents consistently after 2000, reversing another 1990s trend, while surrounding areas in Northern Virginia and suburban Maryland experienced major tech and defense job growth. Those new transformations called for development in downtown D.C. and surrounding neighborhoods that laid the groundwork for the city’s transition into a high-cost, high-amenity urban center, featuring a surge in infill housing, loft conversions and early luxury condominiums, while the 30-year, \$10-billion Anacostia Waterfront Initiative began in 2000 to revitalize the Anacostia River riverfront primarily through industrial-to-residential transformations – all of which were sources of workhours for union operating engineers.

As a result, in 2006 Local 77 members worked the most total number of hours the local had recorded in decades. As the decade continued, not even the so-called “Great Recession of 2007,” the most severe economic

collapse in the United States since the Great Depression, could initially disrupt the local’s flourishing employment conditions as construction work in its jurisdiction remained steady when not vigorous.

One of the highpoints of the sustained workhours was construction of the larger **new Woodrow Wilson Bridge**, which began with river dredging in 2000, to replace the inadequate existing 40-year-old, six-lane structure that had been designed to handle 75,000 vehicles per day but instead was carrying upwards of 200,000 each day over the Potomac River as part of the Capital Beltway. Built in two phases with more than 100 operating engineers on the job, the new \$2.4-billion, 12-lane Woodrow Wilson was one of the world’s largest drawbridges after its outer-beltway-loop span opened on June 10, 2006, and its inner-loop span opened on May 30, 2008.

Following several exorbitant initial bids for the work on the bridge, officials divided the project into three separate bids: the Maryland, Virginia and draw spans. The National Construction Alliance, of which the I.U.O.E. is part, worked closely with the various union bidders in order to make them more competitive against a non-union bidder, with the D.C. union building trades agreeing to utilize the alliance’s



U.S. President Joe Biden visits the Local 77 Training Center in Accokeek, Maryland, on April 19, 2023.

Heavy and Highway Construction Project Agreement – allowing union bidders to win the work on the Maryland span and the draw span in 2003.

Local 77 union operators worked in six 10-hour shifts with no shutdowns on the Maryland-side and central draw portions of the two parallel, 6,075-foot-long bridges, which were completed several months ahead of schedule. “We are on schedule. We are slightly under our budget,” Maryland State Highway Administration official Neil Pederson even told the Fall 2007 *Operating Engineer* at the time. “For a mega project these days, that is quite an accomplishment.”

Local 77 **President Bud Hanbury** further proclaimed, “The progress and efficiency of this project can be attributed in part to the Local 77 operators who have put their knowledge and expertise to work. Their hard work and dedication have helped ease one of our nation’s worst commutes.”

As many as 120 of the local members were then employed at times on the new **I-495 HOT (High Occupancy Toll) Lanes** project, officially known as the 495 Express Lanes, a massive \$2-billion public-private partnership to construct 14 miles of HOT lanes along the

Virginia portion of the Capital Beltway that began in July 2008 and opened to traffic on November 17, 2012. The project essentially widened the beltway from its Springfield interchange to just north of the Dulles Toll Road, expanding the existing eight-lanes into a 12-lane highway with two HOT lanes in each direction, while also replacing over 50 aging bridges and overpasses and upgrading 10 major interchanges. (A subsequent 2.5-mile northern extension toward the American Legion Bridge would open in November 2025.)

“Local 77 is proud to provide the skilled labor that a project of this scale demands,” **Business Manager Josh VanDyke**, who had assumed the local’s top managerial position in August 2006, declared in the Spring 2010 issue of *The Operating Engineer* while discussing the ongoing HOT project. “What we accomplish here will enhance the quality of life for the capital area for generations to come.”

Even with the Great Recession well underway, in late 2009 more than 94 Local 77 members were employed on the HOT job alone as infrastructure investment in the nation’s capital continued to create jobs. Meanwhile, a host of additional high-profile projects likewise provided workhours for the local’s operators during the second half of the decade.

Perhaps the most notable of those was construction of the new **Nationals Park** baseball stadium along the Anacostia River in the Navy Yard neighborhood of D.C. for Major League Baseball’s Washington Nationals team beginning in May 2006. After the local’s operating engineers performed more than 100,000 total workhours to erect the fast-tracked design/build project, including the excavation of 340,948 cubic yards of soil, the 41,888-seat park opened on March 22, 2008, with a college baseball game before the Nationals defeated the Atlanta Braves, 3-2, on March 30.

“We’re proud of what we accomplished with Nationals Park,” Business Manager VanDyke announced in the Summer 2008 *Operating Engineer*. “We completed the stadium in just 23 months, a record for the construction of a major league ballpark, and we delivered it on time and on budget.”

But with the additional completion of several other larger projects, by late 2009 the local began to feel the effects of the national economic downturn as unemployment slowly spread among its membership while construction work was stalled. However, an escalation of work on the new **Silver Line** of the Washington Metro system running from Ashburn, Virginia, to downtown Largo and New Carrollton, Maryland, that would begin

in March 2009 and be fully completed in November 2022 was part of a resurgence of more-often-than-not strong employment for the local in the following decades.

SWEEPING EMPLOYMENT GAINS POWER A MOMENTOUS DECADE

Local 77 surged out of the Great Recession as construction proliferated, providing the local’s membership with strong employment conditions for much of the 2010s. Among initial noteworthy projects on which the union operating engineers were working during the earlier years of the decade was construction of the \$550-million, 1,175-room and 49-suite **Marriott Marquis Washington** that opened on May 1, 2014, in the city’s downtown area next to the new, 2.3-million-square-foot **Walter E. Washington Convention Center** that was built under a union-friendly only Project Labor Agreement (P.L.A.) from 1998 to 2003.

Before the local experienced an extended period of consistent employment for its members and steady membership growth, it first endured a distinct lull during 2013. Throughout that year, an average of 101 members were on the local’s “out of work” list.

But a “building boom” for Liquefied Natural Gas (L.N.G.) facilities and terminals in the D.C.-Maryland-Virginia region, defined by



Local 77 operating engineers work with members of I.U.O.E. Local 37 of Baltimore on a pipeline project in Maryland.



a marked pivot from importing foreign gas to exporting domestic fracked gas from the nearby Marcellus Shale that also required retrofitting energy infrastructure, put many Local 77 members to work in the 2010s. In particular, members were employed on the most prominent of the L.N.G. projects, revitalization and expansion of Dominion Energy's offshore 1970s-era **Cove Point LNG Terminal** and its storage tanks on the western shore of the Chesapeake Bay near Lusby, Maryland, from 2013 to 2018 (after which Dominion sold its ownership stake to Berkshire Hathaway Energy in September 2023).

Then in July 2013, the construction phase of the DC Water public utility's Clean Rivers Project launched its **Blue Plains Tunnel** project, a 4.5-mile, 23-foot-diameter deep underground sewer-overflow tunnel built to capture storm and wastewater before it pollutes local waterways. Staffed by Local 77 operating engineers, digging and constructing the combined sewer overflow (C.S.O.) tunnel and its five shafts, which required removing roughly 1.2-million tons of excavated material, would be completed in January 2016.

Local 77 members would continue to work on the several additional projects that have been part of the Clean Rivers initiative over the ensuing years. Work on the most recent segments continues in 2026 as the local marks the 125th anniversary of its original I.U.O.E. charter.

Back above ground, members were also gaining increased employment through major highway and express lane projects being built

Local 77 established its **"Club 77"** voluntary political fund in 2017 – with suggested voluntary donations of \$77 – to fund the local's political activity, which helps protect the union's interests and build its market share by assisting elected officials who are willing to support legislation that is beneficial to the I.U.O.E. and the local.

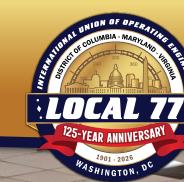
primarily under Lane Construction Corporation as the decade progressed. Those jobs included installing more HOT corridors on Interstate 95, Interstate 395 and Interstate 495, extending the region's network of express lanes.

Even more jobs for Local 77 members came with the November 2015 construction start on the new PSEG **Keys Energy Center** near Brandywine, Maryland, for the Public Service Enterprise Group. The natural-gas fired, combined-cycle power plant would be capable of producing roughly 755 to 831 megawatts of electricity after it would begin commercial operation in July 2018.

With its member operating engineers and apprentices employed across its jurisdiction on those jobs and many others – and particularly infrastructure, excavation, gas distribution and powerhouse projects – for the year 2016 the local recorded its highest total number of workhours in a decade. What's more, the local's membership increased by more than 100 new members during the year, allowing **Business Representative Steve Faulkner** to announce in the Winter 2017 issue of the *Local 77 News* newsletter, "The overall financial health of the organization stabilized and grew as a direct result."

Throughout the balance of the decade, Local 77 members enjoyed favorable employment conditions in 2017, 2018 and 2019 and workhours remained comparable to those in 2016 as the local signed new contractors. Meanwhile, its total membership surpassed 1,500 in 2017, with 1,175 active members and 325 retirees at one point.

Also that year, because of the strong work the local was able to re-negotiate contracts expiring in the coming spring with pay increases of more than \$1 per year. The settled agreements each called for wage-scale raises of around 3 percent, while the national average for similar negotiations was in the upper-2-percent range that year.



New Local 77 are sworn into the union at the local's Union Hall in April 2026.

Major jobs on which the local's members worked during the latter years of the 2010s included construction of the 778-megawatt **Panda Stonewall Energy Facility** (now the Potomac Energy Center) near Leesburg, Virginia, that was completed and began commercial operations in May 2017 to provide electricity to Northern Virginia and the D.C. area. Union operators were also employed on initial construction of the Maryland Transit Administration's 16-mile **Purple Line** light rail beginning in August 2017, which will connect Bethesda in Montgomery County to New Carrollton in Prince George's County when completed in 2027 after many administrative delays, and the Washington Building Trades P.L.A.-administered construction of the new **Frederick Douglass Memorial Bridge** that was completed in 2021 to replace the former span built in 1950 to carry South Capitol Street over the Anacostia River in D.C.

During that time, beginning in February 2017 the local's members helped erect the new **Audi Field** soccer-specific stadium in the Buzzard Point neighborhood of D.C. as the home of D.C. United of Major League Soccer and the Washington Spirit of the National Women's Soccer League. The 20,000-capacity facility would open in July 2018.

Elsewhere, in 2018 union operators began repairing the 90-year-old **Arlington Memorial Bridge** under a **National Infrastructure**

Alliance (N.I.A.) project agreement, which are negotiated by the I.U.O.E. and the international unions of the laborers, carpenters and ironworkers. Spanning the Potomac River, the bridge serves as the ceremonial entrance to D.C., for which the much-needed rehabilitation project would be finished in December 2020.

Meanwhile, work with the crane rental houses signatory with Local 77 continued to flourish, enabling the local to dispatch a tremendous number of operators to rental contractors to help cover the increased work load. The rental companies also steadily grew during that time with the addition of both personnel and equipment.

By 2019, with a large amount of work still available in its jurisdiction but a sizable non-union presence in the territory, the local continued to escalate its **organizing** efforts to bring new operators into the union. In particular, the local at the time concentrated on the growing **hydro-excavation market**, which could provide substantial opportunities for members.

Throughout that year, the local's utility market share in D.C. also remained strong. As such, it was able to negotiate and ratify its utility agreements that summer with favorable terms.

Looking back on the close of the 2010s, Business Manager VanDyke then reported in



the Spring 2020 *Local 77 News*, “We came into 2020 with hours in 2019 as high as they have been in decades and a terrific amount of work on the books for the next 12 to 24 months.”

RECLAIMING ITS ROUTINES, WORK
AND GOING STRONG TO YEAR 125

The worldwide coronavirus (COVID-19) pandemic that struck the United States in early 2020, after which it would claim the lives of more than 1 million Americans over the next three years, disrupted Local 77’s strong conditions as it slowed construction work in the Washington, D.C., region and throughout the country. Internally, the local took measures to help stop the spread of the virus and keep its members and staff safe, including implementing social distancing in its union hall and training facilities, canceling meetings and training and eventually holding meetings outside in its headquarters parking lot.

Negotiations for new work agreements were also stalled as a result of COVID-19. But with a sizeable amount of work in its jurisdiction, the local lobbied political leaders to keep worksites open, and government officials deemed some construction companies “essential” in all three areas of the local’s jurisdiction, allowing many members to work – while jobsites put pandemic safety measures in place as well.

Even amid the unprecedented circumstances, with work on major projects such as the Alexandria C.S.O. tunnel, known as **RiverRenew**, that would be completed in 2026 and ongoing Metro rehabilitation, in late 2020 and throughout 2021 the local’s workhours remained high and only slightly lower year to year. Additionally, although the local did see a reduction in its highway work during that period, the gas industry continued to provide members with steady employment.

Workhours remained high throughout 2022

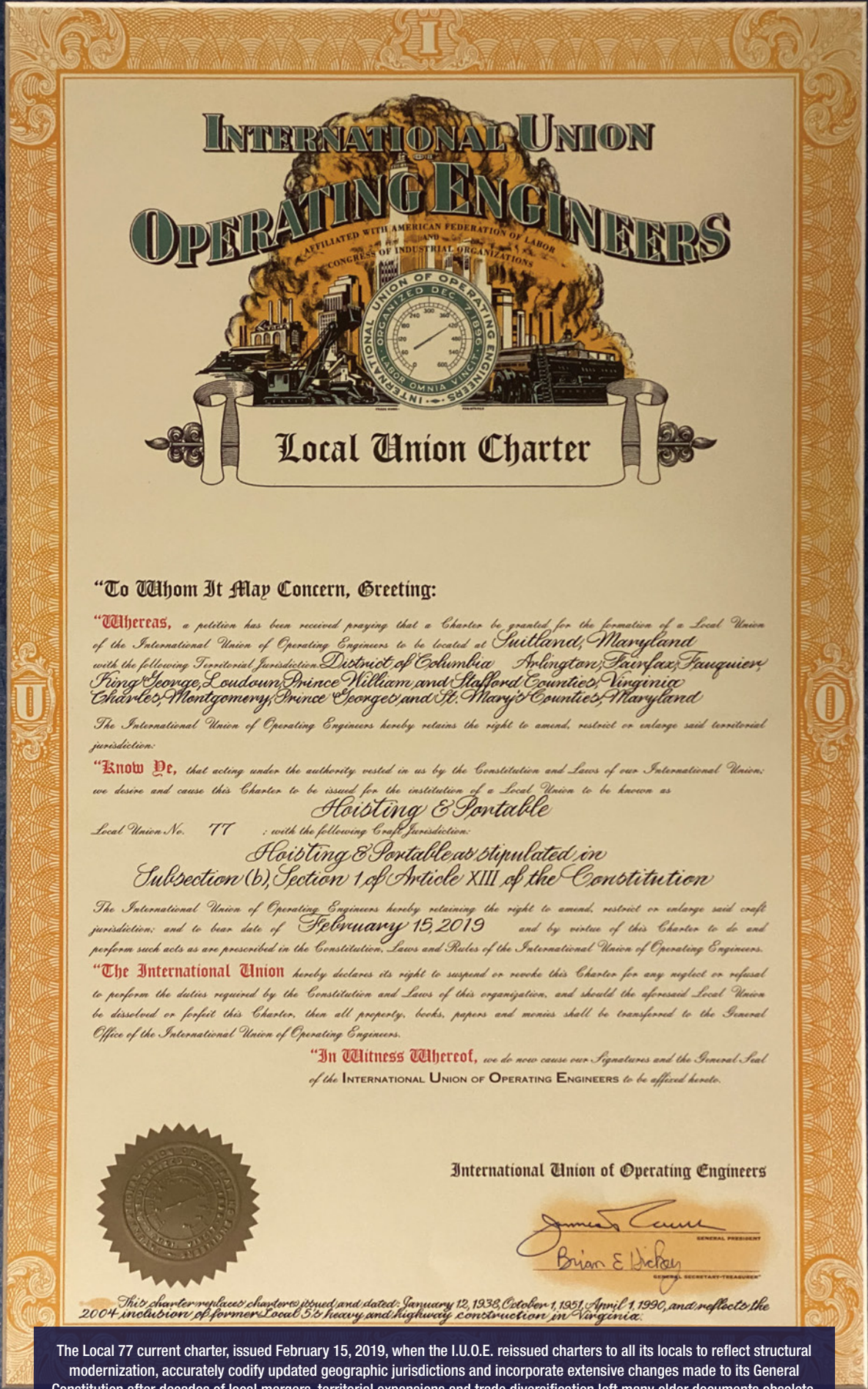
as the local and the nation began to move beyond the pandemic. In fact, during that year contractors employing union crane operators continued to grow and expand their market share of the burgeoning **crane industry**, while the local’s foundation contractors were also busy throughout the area.

As the local’s operators completed work on several major projects in 2022 and into 2023 and new jobs were starting around its jurisdiction, the local’s continued focus on organizing paid dividends as several new contractors became signatory with the union. As such, employment conditions remained favorable as the local entered and progressed through the new year, during which workhours remained at an historically high level.

The start of construction on the **Potomac River Tunnel Project** at West Potomac Park for DC Water in 2024 then put Local 77 members to work on the largest infrastructure project in its jurisdiction. The C.S.O. undertaking aims to dramatically reduce sewage and stormwater overflows into the Potomac River with a 5.5-mile-long, 100-foot-deep, 23-foot-diameter underground tunnel when it is completed in 2030.

The local’s work remained steady into and during 2025 as well, with members maintaining about the same total hours they worked in each of the previous years. Key jobs providing that employment included construction of the 400,000-square-foot **Tier-2 Concourse East** at **Washington Dulles International Airport** under a P.L.A. that was scheduled to open in September 2026.

Members were also working on the **495 Next Project** for the Virginia Department of Transportation that began in March 2022. The \$660-million extended express HOT lanes on Interstate 495 by 2.5 miles from the Dulles Corridor interchange to the George Washington Memorial Parkway near the American Legion Bridge that first opened in



The Local 77 current charter, issued February 15, 2019, when the I.U.O.E. reissued charters to all its locals to reflect structural modernization, accurately codify updated geographic jurisdictions and incorporate extensive changes made to its General Constitution after decades of local mergers, territorial expansions and trade diversification left many older documents obsolete.



As Local 77 operating engineers work on construction of the Potomac River Tunnel Project in Washington, D.C., on July 3, 2026, the U.S. Navy Blue Angels pass overhead during the nation's 250th Anniversary Celebration events.

November 2025 before the full project was completed in mid-2026.

With the local's gas distribution sector also remaining steady over the previous year, by 2026 the local's members had been experiencing strong work over the previous decade, remaining around 3-million workhours for each of those years. Before that, the local had mostly operated at around 1.8-million to 2.2-million workhours per year over the prior 40 years.

As Local 77 approached its 125th charter anniversary in August 2026, its officers continued to work to gain new contractors and employment opportunities to keep its membership working and growing. With work on several major infrastructure projects in the local's area about to begin, and more than \$20-billion worth of projects in the D.C. and Baltimore areas combined, Business Manager VanDyke declared in the Winter 2026 *Local 77 News*, "It is a great time to be an Operating Engineer."

Adding to that euphoria, the construction of **data centers** for housing critical IT infrastructure and the support systems continued to create a large amount of workhours, as Virginia had the most centers of any location in the world – and union labor built and was building many of those facilities. In the Northern Virginia area in 2026, the local's membership was working a steady stream of jobs in various sectors, including gas work, highway construction and excavation projects, while operators were also employed on numerous P.L.A.-administered projects for **Prince George's County Public Schools** and hydro excavation work was particularly active.

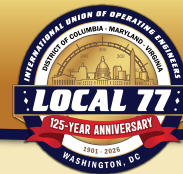
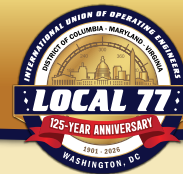
What's more, initial site preparation for the new indoor stadium for the Washington Commanders of the National Football League



Local 77 current and previous three business managers (left to right) Bobby Horst, Joshua VanDyke, Jack Clapsaddle and Chuck Stover.

began in mid-2026. The **"New Stadium at R.F.K. Campus"** project at the former Robert F. Kennedy (R.F.K.) Memorial Stadium site in the Hill East neighborhood of D.C. was scheduled to break ground in the spring of 2027 under a Washington Building Trades P.L.A. that should guarantee it is a union job for the next few years before its scheduled opening in 2030.

But first, after its members have operated the equipment that built the nation's capital and surrounding region since 1901, hoisting and portable operating engineers Local 77 enters its next 125 years nearly 2,000-members strong and supported by a state-of-the-art training center and world-renowned training programs. With an unmatched heritage on which it also leans and the most skilled and capable equipment operators in the region comprising its workforce, the local and its employing union-signatory contractors are poised to continue impacting and shaping Washington, D.C., Northern Virginia and the surrounding Maryland counties. ●



LOCAL 77 LEADERSHIP SINCE 1938

After being merged with Local No. 949 to form Local No. 67 in July 1930, Local 77 was re-formed with the merger of Local 67 and Local No. 724 and re-chartered on January 12, 1938.

January 12, 1938 – 1940

Business Manager John P. “Jack” Shields
Business Representative Charles E. Haury
President H. Ora Thompson
Vice-President L. D. Lasher
Financial Secretary George E. Williams
Treasurer L. L. Gardner
Recording Secretary Louis S. Dolphin

1940 – 1944

Business Manager John P. “Jack” Shields
President John P. “Jack” Shields
Vice-President S. T. Beacham
Financial Secretary George E. Williams
Treasurer Harry Groves
Recording Secretary Louis S. Dolphin

1944 – 1948

Business Manager John P. “Jack” Shields
President John P. “Jack” Shields
Vice-President William Tooke
Financial Secretary George E. Williams
Treasurer Harry Groves
Recording Secretary Louis S. Dolphin

1948 – 1952

Business Manager John P. “Jack” Shields
President John P. “Jack” Shields
Vice-President James “J. C.” Turner
Financial Secretary George E. Williams
Treasurer Harry Groves
Recording Secretary Louis S. Dolphin

1952 – 1956

Business Manager James “J. C.” Turner
President James “J. C.” Turner
Vice-President Richard D. Bailey
Financial Secretary George E. Williams
Treasurer Harry Groves
Recording Secretary Louis S. Dolphin

1956 – 1966

Business Manager James “J. C.” Turner
President Samuel T. Beacham
Vice-President Richard D. Bailey
Financial Secretary George E. Williams
Treasurer Harry Groves
Recording Secretary Louis S. Dolphin

1966 – 1969

Business Manager James “J. C.” Turner
President Samuel T. Beacham
Vice-President Richard D. Bailey
Financial Secretary George E. Williams
Treasurer Harry Groves
Recording Secretary John W. Marsh

1969 – 1972

Business Manager James “J. C.” Turner
President Richard D. Bailey
Vice-President Delbert Allen
Financial Secretary C. B. Kinch
Treasurer Ernest Motta
Recording Secretary John W. Marsh

1972 – 1975

Business Manager Delbert Allen
President James “J. C.” Turner
Vice-President Richard D. Bailey
Financial Secretary C. B. Kinch
Treasurer Ernest Motta
Recording Secretary John W. Marsh

1975 – 1978

Business Manager Delbert Allen
President Richard D. Bailey
Vice-President Charles L. Stover
Financial Secretary Charles J. Collier
Treasurer Ernest Motta
Recording Secretary Paul Peacock

1978 – 1981

Business Manager Jack R. Clapsaddle
President Charles L. Stover
Vice-President Jack R. Clapsaddle
Financial Secretary Charles J. Collier
Treasurer Ernest Motta
Recording Secretary Paul Peacock

1981 – 1984

Business Manager Charles L. Stover
President Charles L. Stover
Vice-President Wyatt C. Garrett
Financial Secretary Marvin Oursler Jr.
Treasurer William Grooms
Recording Secretary Paul Peacock

1984 – 1990

Business Manager Charles L. Stover
President Charles L. Stover
Vice-President Donald H. Nolan
Financial Secretary Charles J. Collier
Treasurer Lewis Hanbury Sr.
Recording Secretary Lewis Roland

1990 – 1993

Business Manager Charles L. Stover
President Charles L. Stover
Vice-President Wyatt Garrett
Financial Secretary Charles J. Collier
Treasurer Raymond G. Combs Sr.
Recording Secretary Lewis Roland

1993 – 1996

Business Manager Robert P. Horst
President Lewis Roland
Vice-President Wyatt Garrett
Financial Secretary Jack Clapsaddle
Treasurer Art Taylor
Recording Secretary Dallas Beach

1996 – 2002

Business Manager Robert P. Horst
President Jack Clapsaddle
Vice-President Wyatt Garrett
Financial Secretary Jim Conner
Treasurer Bill Grooms
Recording Secretary Dallas Beach

2002 – 2005

Business Manager Robert P. Horst
President Dallas Beach
Vice-President Roy Waymon
Financial Secretary Thomas McPartlan
Treasurer Tom Noland
Recording Secretary Thomas Baldwin

2005 – 2008

Business Manager Robert P. Horst
President Lewis “Bud” Hanbury Jr.
Vice-President Roy Waymon
Financial Secretary Thomas McPartlan
Treasurer Tom Noland
Recording Secretary Thomas Baldwin

2008 – 2011

Business Manager Joshua VanDyke
President Lewis “Bud” Hanbury Jr.
Vice-President Roy Waymon
Financial Secretary Thomas McPartlan
Treasurer George Krouse
Recording Secretary Thomas “T. J.” Johnson

2011 – 2014

Business Manager Joshua VanDyke
President Thomas “T. J.” Johnson
Vice-President Walter Powell
Financial Secretary Thomas McPartlan
Treasurer George Krouse
Recording Secretary John Moxon

2014 – 2017

Business Manager Joshua VanDyke
President Thomas “T. J.” Johnson
Vice-President Walter Powell
Financial Secretary Trae Lofty
Treasurer George Krouse
Recording Secretary Steve Faulkner

2017 – 2020

Business Manager Joshua VanDyke
President Thomas “T. J.” Johnson
Vice-President Ray Dennison
Financial Secretary Trae Lofty
Treasurer George Krouse
Recording Secretary Steve Faulkner

2020 – 2024

Business Manager Joshua VanDyke
President Thomas “T. J.” Johnson
Vice-President Ray Dennison
Financial Secretary Trae Lofty
Treasurer Berry Gilroy
Recording Secretary Steve Faulkner

2024 – 2026

Business Manager Joshua VanDyke
President Steve Faulkner
Vice-President Ray Dennison
Financial Secretary Trae Lofty
Treasurer Berry Gilroy
Recording Secretary Greg Strotman

Current Officers, 2026 – 2029

Business Manager Joshua VanDyke
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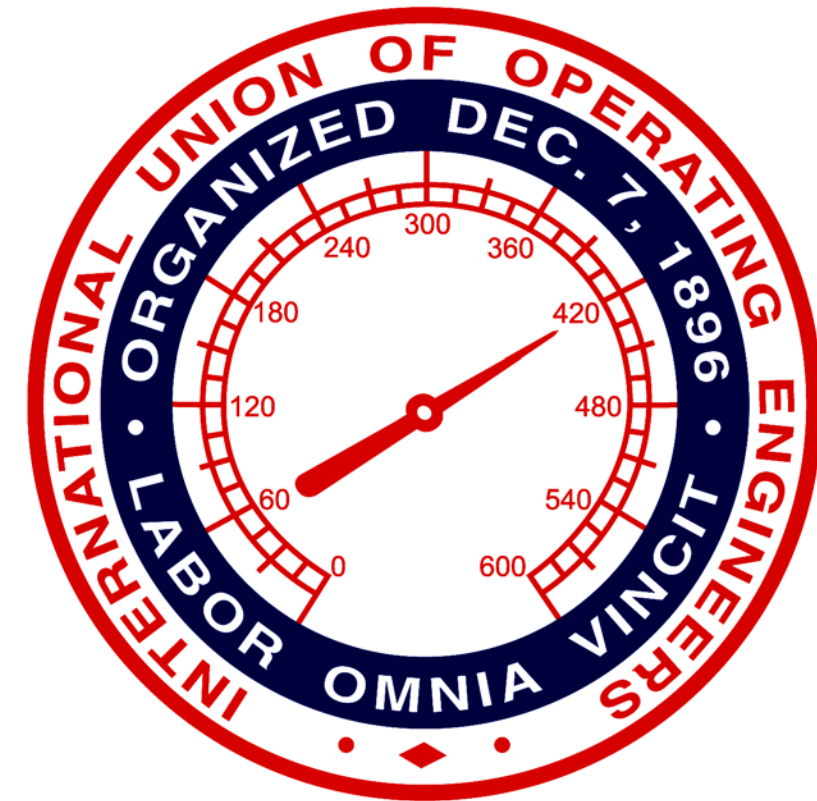
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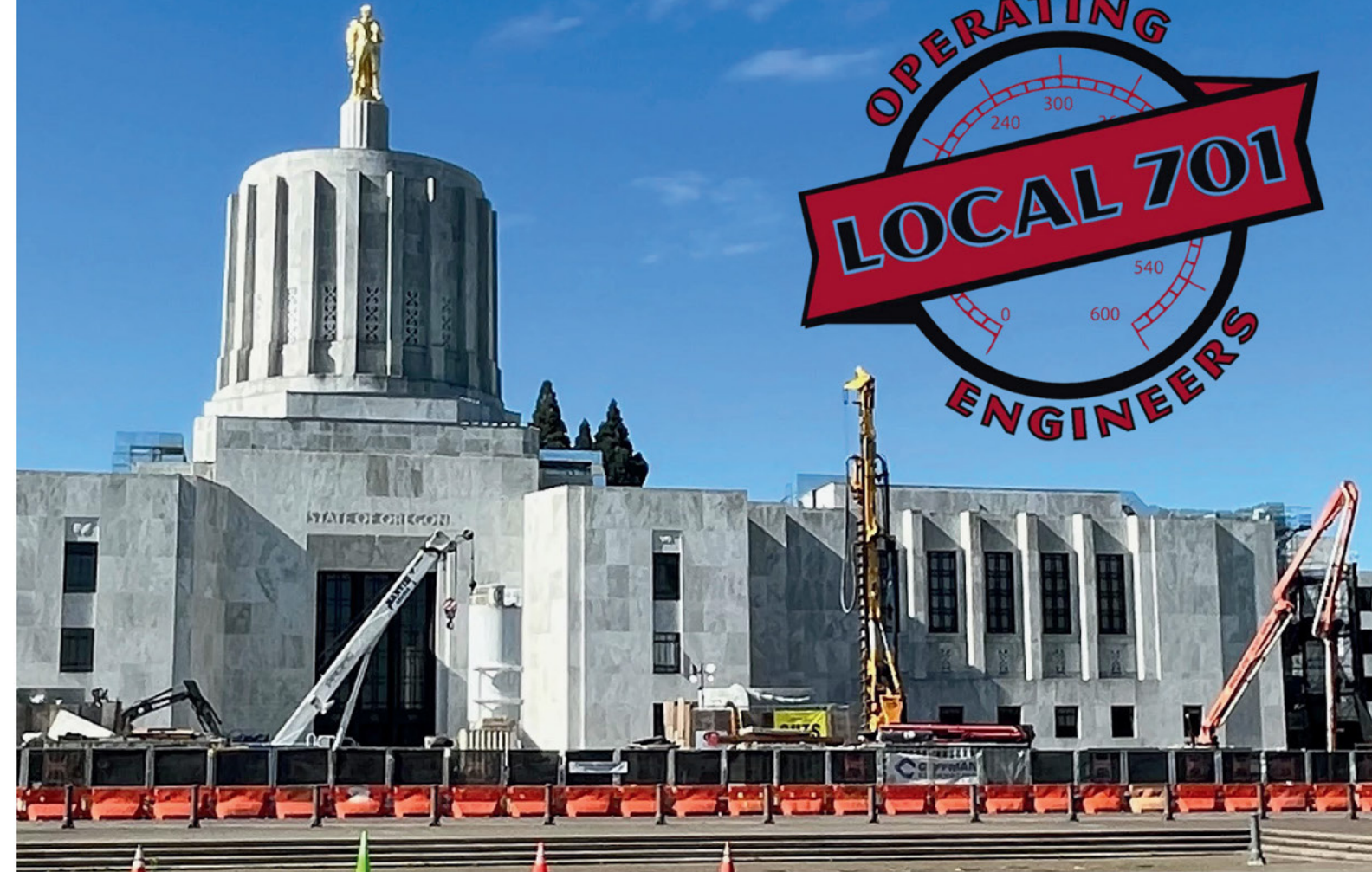
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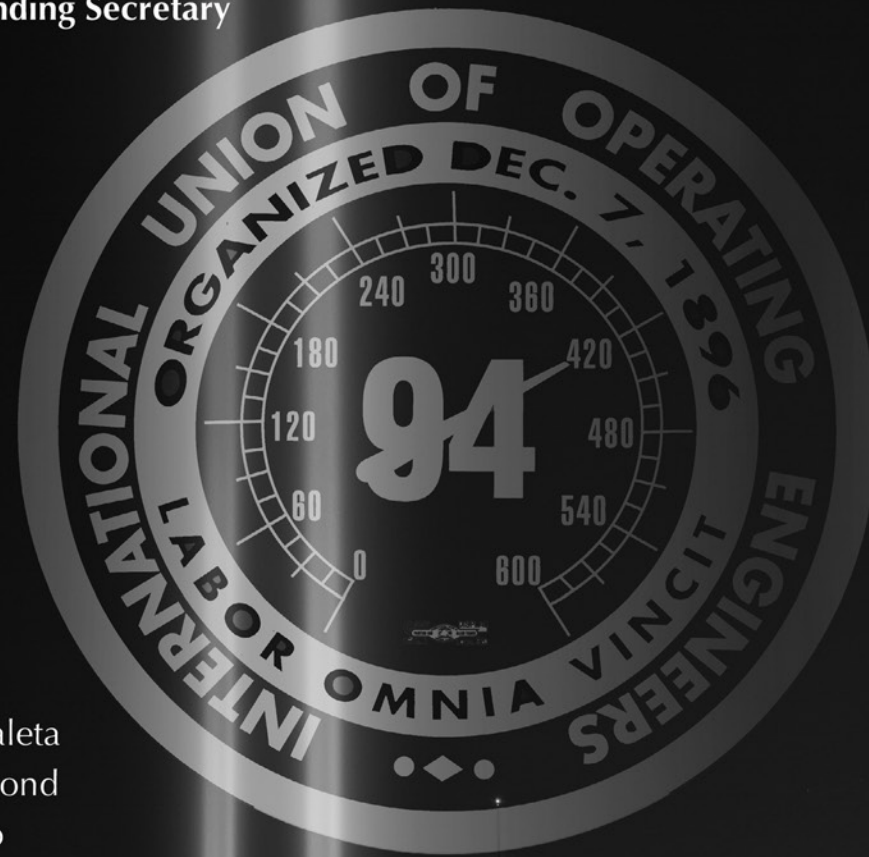
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IUOE Local 77

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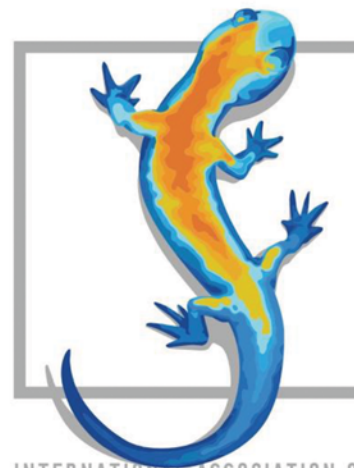
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