

contract from 1924 until 1960, and is still in business. Also organized were automobile shops: A Plymouth Shop at the location of 14th and Lafayette; and a Ford Dealer, downtown on F Street. The railroads represented by Lodge 1408 were: Burlington, Denver Rio Grande, Rock Island, Union Pacific and Colorado Western. There may have been other shops, but there are no records of them.

1922 brought a railroad strike. The railroads were sending their work to the machine shops, and Lodge 47 members refused to do the railroad work during the strike.

In January, 1924, Queen City Railroad Lodge 1408 was disbanded, and the remaining members were merged into Lodge 47. The Local was trying to get better wages and working conditions in city shops which prompted a letter from Mayor Ben Stapleton. A new Business Representative named Huber was hired and received a salary of \$40.00 per week. A bill was received from Nelson the Printer for 1000 letterheads for \$7.50. (Nelson the Printer printed this booklet.) We go back a long way!

The Lodge had financial problems, and took the action to eliminate the office of Business Agent on August 12, 1924. However, union sentiment was high; Lodge members working in shops and garages would insist that the employer display the union shop card; if he refused to do so, the members would walk out.

Records again show a gap from 1924 until 1929, with the exception that a Business Representative by the name of Turner was hired in January of 1925 for \$25.00 per week. Tim Bening was elected Business Representative in 1930, for \$110.00 per month. The local was trying to do a lot of organizing, and this was during the great depression. We have no record of the shops at that time. In 1932, the Local Business Representative, W. S. Green, was organizing automotive shops in Denver, Colorado Springs, Greeley, Fort Collins, Cheyenne and Laramie. Those shops later went into Local Lodge 606, chartered August 24, 1933.

There was an automobile dealers' strike in 1936, when we tried to get a contract for the mechanics we had organized. The strike was unsuccessful.

In 1937, the Local had two business Representatives: Rudy Cook, and L. L. Lanerak. The two men worked for Lodge 47, Lodge 606, Lodge 1168, Lodge 1731 (Colorado Springs), Aircraft Mechanics Lodge 750, Machinists Lodge 1353 (Colorado Springs), and Auto Mechanics Lodge 1242 (Greeley). Some of the shops under contract at that time were Elliot Truck & Coach, Gates Service Station, Goldberg Brothers, Quickway Truck Shovel, American Brake Shoe, Card Iron Works, and Kinzbach Machine shop. Truck shops under contract were: Denver-Chicago, Denver Rio Grande Motorway, Santa Fe Trailways and GMC Truck & Coach. There may have been others, but there are no records.