

Buckeye Engineer



Local 18 CALENDAR

AUGUST

- 1 All Districts – Advisory Board mtgs.
- 8 All Districts – Membership mtgs.
- 10 Dist. 2 Info. mtg. – Lima
- 15 Dist. 6 Info. mtg. –
Guernsey County Fairgrounds
- 17 Dist. 1 Info. mtg. – Ashtabula

SEPTEMBER

- 3 Dist. 4/5 Family Picnic
(See Labor Day Events on page 18)
- 4 Dist. 1 Labor Day Celebration
(See Labor Day Events on page 18)
- 4 Dist. 3 Labor Day Celebration
(See Labor Day Events on page 18)
- 5 Labor Day
- 5 Dist. 2 Labor Day Celebration
(See Labor Day Events on page 18)
- 5 Dist. 6 Labor Day Celebration
(See Labor Day Events on page 18)
- *6 All Districts – Advisory Board mtgs.
- 10 & 17 CCO Refresher – Richfield
Training Center
- 12 All Districts – Membership mtgs.
- 14 Dist. 2 Info. mtg. – Lima
- 19 Dist. 6 Info. mtg. –
Guernsey County Fairgrounds
- 21 Dist. 1 Info. mtg. – Ashtabula
- 24 CCO Exam – Richfield
Training Center

RETIREE CALENDAR

AUGUST

- 17 30th Annual Retiree Picnic –
Columbus (Additional information
on page 9)
- 18 Dist. 2 mtg. canceled
because of statewide picnic
- 24 Dist. 4/5 mtg. canceled
because of statewide picnic
- 25 Dist. 1 will hold its regular mtg.

SEPTEMBER

- 3 Dist. 4/5 at District's Family Labor
Day Picnic (See Labor Day Events
on page 18)

* Note date change *continued on page 11*

REPORT TO THE MEMBERS

by Richard E. Dalton, Business Manager

Summer is nearly two-thirds over and the kids will be returning to school this month. The work season has been productive and ODOT has released another good year of projects.

Recently Local 18 and the OCA met with ODOT officials to develop a program to assist DBE (Disadvantaged Business Enterprise) contractors in getting ODOT certified and union-acclimated to dispel the beliefs that union agreements are prohibitive in maintaining competitiveness in the work market.

Currently our state has more than 400 DBE contractors and only 60 are ODOT certified. As part of the Federal funding for projects, states are required to have DBEs, and we also want all contractors to be a part of our organization to maintain our market share on ODOT work, which is about 98% union.

Health care is important

Health care is always an important part of our lives. Please carefully read the Health 4U notice in this issue and take advantage of the programs offered to save you time and money, and at the same time save the Health & Welfare fund money. With the rising costs in health insurance, being prudent saves us all.

I was recently appointed to the Governor's Executive Workforce Development Board to represent labor and Local 18. It is an honor and privilege to serve on the board on behalf of labor.

The District 4/5 building is complete. Once all the bills have been received it will be paid in full. No mortgage! No debt! Stop and check it out if you're in the area. It's a beauti-



It's been
a busy
summer on
many fronts.

ful building we can all be proud to call home.

In June, Operating Engineer local unions across the country were contacted by the International Union to request financial assistance to help finance the construction of a new state-of-the-art international training center in Harris County, Texas, near Houston.

The training center will be used to train trainers, perform pipeline and Hazmat training, and hold union officer and business representative training. Situated on 225 acres, the center will have a dormitory, cafeteria, classrooms and administrative building, and will have the latest equipment.

The International is seeking financial support through a loan program offering favorable interest rates. After reviewing Local 18's finances I have determined the Local can afford to loan \$2 million at a 2% interest rate for a period of three years.

I presented this information to the Executive Board and received approval. I do not believe there is a better way to invest the Local's money than to invest in ourselves at these terms.

On a sadder note there was a fatality on a pipeline spread in Northwest Ohio. Local 324 member Jacob Angelos was oiling on an excavator and somehow ended up in the swing radius and was pinned between the excavator and the pipe. We extend our deepest sympathy to his family.

Please keep in mind your surroundings on the job site, do not take things for granted, watch for pinch points and make certain your co-workers are aware of your location.

Buckeye Engineer



Official Publication of Local Union 18 and its branches
International Union of Operating Engineers

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Main Office

3515 Prospect Ave. Cleveland, Ohio
216-432-3138 44115

Cleveland District Office

3515 Prospect Ave. Cleveland, Ohio
216-432-3131 / 1-800-452-1526 44115
Bruce A. Johnson Executive Board
Edward Markley Executive Board
Robert W. Park, Jr. Executive Board

Toledo District Office

2412 S. Reynolds Rd. Toledo, Ohio
419-865-0221 / 1-800-952-5960 43614
Roger L. Goodman Executive Board
Stacey L. Chamberlain Executive Board
Chad N. Swartz Executive Board

Columbus District Office

1188 Dublin Rd. Columbus, Ohio
614-486-5281 / 1-800-762-4070 43215
Brian A. Dean Executive Board
Thomas R. Hyme, Jr. Executive Board
Donald L. Staggers Executive Board

Franklin District Office

3860 Towne Blvd. Franklin, Ohio
937-806-0406 / 1-800-452-1530 45005
Donald R. Black Executive Board
Ohmer J. Harris Executive Board
Kendall Budd Executive Board

Akron District Office

1721 Triplett Blvd. Akron, Ohio
330-784-5461 / 1-800-452-1529 44306
Michael W. VanFossen Executive Board
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Clyde R. Christman Executive Board

Ohio Operating Engineers Federal Credit Union

3515 Prospect Ave. Cleveland, Ohio
216-432-0300 / 1-800-462-0549 44115

Ohio Operating Engineers Fringe Benefit Programs

1-800-282-1767

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Local 18 Training Centers

Richfield Training Center

4675 Newton Rd.
Richfield, OH 44286
(P) 330-659-4115
(P) Toll Free 800-842-9419
(F) 330-659-9785

Cygnnet Training Center

9435 Cygnnet Rd.
Cygnnet, OH 43413
(P) 419-655-3282
(P) Toll Free 888-634-6880
(F) 419-655-3290

Logan Training Center

30410 Strawn Rd.
Logan, OH 43138
(P) 740-385-2567
(P) Toll Free 888-385-2567
(F) 740-385-7285

Miamisburg Training Center

4250 Soldiers Home –
Miamisburg Rd.
Miamisburg, OH 45342
(P) 937-859-5211
(P) Toll Free 800-635-4928
(F) 937-859-5901

Visit the website at www.local18training.com



ASPHALT PAVING in an all-weather building at the Logan training site.

DUES SCHEDULE

Any member of Local 18, 18A, 18B, 18C, 18D, 18RA or 18S who does not have his/her current dues paid maybe suspended. Dues are payable on a quarterly basis on the first day of each quarter (30-day grace period), with the exception of 18D and 18S to be paid on a monthly basis.

The following quarterly and monthly dues schedule for Local 18 and its Branches and Owner/Operator members is effective until October 1, 2016 **when a new dues schedule will go into effect. Check page 28 for the new dues schedule.**

Local 18 \$62.25 per quarter
+3% Administrative Dues*
Local 18A \$62.25 per quarter
+3% Administrative Dues*
Local 18B \$62.25 per quarter
+3% Administrative Dues*
Local 18C \$47.25 per quarter (Shops)
+2% Administrative Dues*
only when working for Dealer/Rental Shops. 3% Administrative Dues when working for other shops, i.e., Highway Heavy Companies*
Local 18C \$53.25 per quarter (Stone Quarries, Material Yards, etc.)

Local 18D \$23.00 per month
Local 18G Two times the employee's hourly rate per month to be paid quarterly
Local 18RA \$62.25 per quarter
+3% Administrative Dues*
Local 18S Two times the employee's hourly rate plus \$8.50 per month to be paid monthly
Owner Operator members
\$146.25 per quarter
Reduced Dues \$41.25 per quarter

Michael R. Bertolone
Financial Secretary

Contributions or gifts to I.U.O.E. Local 18 are not deductible as charitable contributions for federal income tax purposes.

*On October 8, 2012 at all district membership meetings, the membership approved an amendment to Article VIII, Section 1, of the Bylaws, increasing the administrative dues to 3% of gross wages for all members of Local 18 except Local 18C Quarry and Sand & Gravel Pit members, Local 18D, Local 18G and Local 18S members. The membership also approved an increase of administrative dues to 2% of gross wages for 18C equipment shop members. The Executive Board, at its October 28, 2012 meeting, approved January 1, 2013 as the effective date for implementation of the dues increase.

District 4/5 moving ahead after lots of rain

Work continues to be steady throughout the district now that the bouts of on-again/off-again spring rain have passed. A great deal of much needed mill pave jobs are going on as well as bridge rehab and rebuilds. Site work is slowly picking up. Work has been increasing at the Middletown energy plant, as well as at outages at various locations.

The new district office has been open since mid-May and the first advisory board, membership and retiree meetings were held in the new union hall. It is a good looking, functional building we can all be proud of.

Remember that we are constantly lobbying to get all types of the work that Operating Engineers do. That is why it is so important that everyone signs a PEP authorization. We must continue to show our legislators how important our infrastructure needs are, which translates into good jobs for members.

Don't forget, the district picnic will be on Saturday, September 3 at the Miamisburg training site, starting at 11 a.m. and continuing until 3 p.m., with all the usual food, fun and activities. Mark your calendar for this event!

Northeastern counties

Eagle Bridge has completed its work repairing four bridges on U.S. Rt. 68. Barrett Paving continues working on various two lane resurfacing projects on state routes 4 and 29.

Shelly is in the process of completing its county-wide chip and seal preventive maintenance project in Champaign County.

R.B. Jergens has completed its seven mile long full depth removal and replacement project in Springfield in Clark County, which also included three bridge replacements. A&B Asphalt performed the paving work.

Kokosing is gearing up to start its Erie Express project, also in Springfield, later this month. The project includes 7,000' of 12" to 42" gravity and force main sewer pipe to

transport industrial discharge to the Springfield wastewater treatment plant. This 2½ year project also includes a cast-in-place pump station.

John R. Jurgensen continues working in the city on the reconstruction of the S.R. 40 interchange. Also in Springfield, Double Z Construction is completing a bridge repair on S.R. 41.

More paving contracts are being awarded, with A&B Asphalt and Shelly picking up resurfacing contracts in Clark County. Oglesby Construction has been awarded the county-wide pavement marking contract.

R.B. Jergens is finishing its Grange Hall Rd. widening in Beavercreek, Greene County, with John R. Jurgensen and Ebony Construction performing the paving.

Elsewhere in Beavercreek, Barrett Paving is working on intersection improvements at Grange Hall Rd. and Shakertown Rd. It will be adding turn lanes and installing 54- and 60-inch storm drainage while Security Fence works on the guardrails and lighting. Oglesby Construction will be doing the curb and gutter work as well as adding an eight-foot wide concrete bike path. K&R Excavating & Landscaping will be doing the landscape work with Welfie handling the milling work. A&A Safety is providing the signage.

R.A. Miller continues to work on Beavercreek's city-wide curb replacement project.

Eagle Bridge has a bridge repair on Lower Bellbrook Rd. in Xenia. Jurgensen continues working on the Xenia Collective Paving project making street repairs in various locations.

Complete General is also in Xenia finishing repairing two bridges spanning the Little Miami River on the U.S. Rt. 35 bypass, and is also beginning a two-bridge repair on the U.S. Rt. 35 bypass spanning S.R. 380. Armstrong Steel will be doing the structural steel work, Mid-America Milling will be on site for the milling, Hydro-Tech will be performing the

hydro demolition and John R. Jurgensen will be doing the paving.

These are the same subcontractors who worked on the Little Miami River project.

Northwestern counties

Jurgensen is milling and filling various streets for the city of Huber Heights. R.A. Miller is working in Kettering on the 2016 Sidewalk and Curb Program. The company is pouring 46,000 square feet of concrete flatwork, with 8,000 feet of curb and gutter.

On I-75 in downtown Dayton, Kokosing has been busy this summer. The company opened the new Third St. ramps in early July and also made the final traffic switch. Barrett Paving is on site laying the final asphalt. Security Fence has been working on the new traffic signals and Miller Cable is finishing up on the highway lighting. Kokosing expects to be finished on this three-year project by early September.

On a nearby project, Kokosing is working on the exit ramp from I-75 N to U.S. 35 West, pouring a new eight-inch concrete deck on the project in six different pours that will cover the 1,200 foot ramp.

Barrett Paving has been working on the Main St. road reconstruction in Moraine. Welfle was on site doing asphalt milling. In mid-June, Belgray repaired curbs and installed new sidewalk ramps. Barrett Paving has a total of 6,900 tons of asphalt to lay on this project.

The company is also resurfacing two lanes on S.R. 122 west of Middletown. It has 13,000 tons of asphalt to lay on this project. Welfle is milling the old asphalt and Lake Erie Construction is removing and installing new guardrail.

Barrett Paving is also keeping busy on an asphalt mill and fill on U.S. Rt. 35. The project has 15,000 tons of asphalt to be laid. Welfle is doing the asphalt mill work and Security Fence is installing the new traffic signals.

At another site, Barrett Paving is working on S.R. 48 at S.R. 185 in Miami County. Ebony Construction is milling on the project and Barrett Paving is laying 2,500 tons of asphalt.

John R. Jurgensen is working on East Stroop Rd. from Dorothy Lane to Shroyer Rd. in Kettering. The company removed the existing sidewalk for the new 10-foot wide bike path. Oglesby Construction has been on site working on curbs, gutters and the flat work on sidewalks and driveway approaches.

R.B. Jergens is widening Wilmington Pike at Feedwire Rd. which should help ease traffic congestion. The company has been laying

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REPLACING bridge at Socialville Foster Rd. and I-71 for Eagle Bridge is Doug Nagel.

POLITICAL ACTION

Legislative Report

by Mark Totman, *Legislative Representative*

It's August and the Statehouse and the Capitol are pretty much empty while the legislative members of both parties are out on the campaign trail in what has turned out to be an election year for the books.



We have been very busy meeting with members of the state legislature and Congress to get their views of our issues.

When it comes to presidential politics most people you talk with are not completely happy with either candidate, and for the Republicans the "Down Ticket" candidates worry about how their candidate will affect their chances for election or re-election.

I don't think anyone knows today exactly what will happen in the 2016 General Elections on Tuesday, November 8.

Most people are amazed at how we ended up with two candidates who poll less than 50% of likeability among the American public in the first place. So stay tuned for what is guaranteed to be an election for the ages.

As you are all aware Local 18 takes a bipartisan approach to politics and it has served us well as you can see with the abundance of work for our membership over the last couple of decades. Our politics are focused on "Work" first and foremost!

At the end of the day, neither the Republican or Democratic party agree with us on all of our issues. But if we have enough votes to keep our work programs and wage law protections between the two, WE WIN. I like to call that the party of OE's!

We will publish all of our endorsements in the months to come. Continue to have a prosperous work year and thank you for your support!

Judge says fracking on federal lands OK

A federal judge in Wyoming ruled Tuesday that the U.S. Bureau of Land Management doesn't have the authority to establish rules over fracking on federal and Indian lands.

Judge Scott Skavdahl said the Bureau of Land Management can't set the rules because Congress has not authorized it to do so.

"For two decades after the enactment of the SDWA, the EPA took the position that fracking was not subject to the UIC program because that technique for enhancing the recovery of natural gas from underground formations did not, by its interpretation, fall within the regulatory definition of 'underground injection,'" Skavdahl said.

U.S. House Speaker Paul Ryan praised the

continued on page 5

Governor Kasich signs HB 180, ending discriminatory residence rule

By Mark Totman *Legislative Representative*

A contractor labor bill, HB 180, sponsored by Representative Ron Maag (R-Lebanon), has become law and prohibits public authorities from requiring a contractor to employ a certain percentage of individuals from that authority's geographic area from the construction or professional design of a public improvement.

For instance, a city such as Akron that is building a billion dollar sewer system would be required to have 50% of the construction employees on that job be Akron residents. In other words, Akron city officials must be under the impression that anybody "off the street" can do our jobs.

And, they were willing to put our members on the unemployment line and force our contractors to hire people with no apparent skills for our kind of work to do our work!

These residency agreements were nothing more than political schemes to get local votes for big city mayors and council members in their next election. At the same time they were bilking the taxpayers of their communi-

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ARE YOU REGISTERED TO VOTE?

If not, call your local district office or Mark Totman at (614) 486-5281 or (800) 762-4070 for more information.

Every election is an important one and a presidential election every four years, may be the most important.

As important as it is to elect someone who will lead this country for the next four years, it is equally important to vote for the following, each of whom can affect you in some way during their term in office.

Ohioans will have the opportunity to vote for the following on November 8, if you have remembered to register to vote.

U.S. Senator (1); representatives to Congress (all 16 districts); state senators (even-numbered districts) and state representatives (all 99 districts); county commissioners (two each to full

terms), coroner, engineer, prosecutor, recorder, sheriff and treasurer; justices of the Ohio Supreme Court; judges to the Court of Appeals, Court of Common Pleas and County courts; and County clerk of courts and members of state board of education (some districts).

Don't wait until it's too late. There are a lot of important decisions to be made. Register now!

VOTE!

It is your right!

See related articles on pages 9, 11 and 24

Unions fight back against RTW in West Virginia

(Updated from PR News Channel.
See further update on page 24)

With West Virginia falling to Right to Work earlier this year, labor supporters in the state have vowed to unseat lawmakers who supported the controversial legislation... and they've marched through Charleston to show how serious they are.

Late in June, the West Virginia AFL-CIO gathered its members for a demonstration to protest lawmakers who supported the recently enacted law. Most important, the protesters were on hand to let legislators know their days are numbered.

It's a move that has many prominent labor supporters firmly in their corner.

"This is the type of message that all Right to Work states need to send to their legislators," said Richard Dalton, business manager for the International Union of Operating Engineers (IUOE) Local 18 in neighboring Ohio. "If representatives have shown support for this devastating agenda, then voters need to show them that there are consequences for voting against the best interests of the middle class."

Indiana governor Mike Pence

The demonstration comes on the heels of a visit by popular conservative governor of Indiana, Mike Pence. Pence headlined a fundraiser for gubernatorial hopeful Bill Cole, who is the president of the state senate and a fellow Republican who is campaigning on a far right-wing agenda. One of the pillars of Mr. Cole's candidacy is his support for the Right to Work law that was recently passed.

Right to Work opponents have long maintained that such laws weaken workers' rights and will lead to lower salaries, decreased benefits and inferior working conditions.

West Virginia's law, which was passed earlier this year, made the "Mountain State" the 26th state in the country to adopt Right to Work. The bill passed through the state senate without a single Democratic vote.

Dalton, who has spoken up against anti-union leaders across the country, strongly believes that Right to Work laws do more harm than good.

"Supporters have been pushing this radical, right-wing agenda for years. If you look at states that have enacted Right to Work, you will see hard working families are struggling," says Dalton. "That's why it's important to hold politicians' feet to the fire when it comes to supporting this issue."

Keep Ohio's Heritage

Continuing report by the KOH officers

Keep Ohio's Heritage is a 501(c)(4) Corporation – non-profit with the goal of promoting economic growth and development, and improving working conditions by educating the public with regard to labor policy.

The officers of Keep Ohio's Heritage (KOH) met in June to evaluate the success of the billboard advertising program, and decided to continue to place ads in prominent locations to combat Right-to-Work[⚡] legislation. We continue to use the phrases "Right-to-Work is a LIE" and "Protect Ohio's Middle Class" in our messages.

As you have seen in the June issue of the *Buckeye Engineer*, we have also begun using a logo with the letters RTW[⚡] circled in red with a line through it. This symbol is easily recognized as indicating something bad. Continuing to "brand" Right-to-Work[⚡] as harmful could be very important in the years to come.

Facebook and Twitter

Our KOH Facebook and Twitter pages continue to draw more visitors from across Ohio, as well as other states. Being able to connect with so many people is a great way to get information out, as well as learn how other areas are faring in the war on workers that has been going on in this country.

Workers in Virginia for example, which has had Right-to-Work[⚡] laws on the books since 1947, have found themselves under further attacks. The politicians, not happy with having a LAW restricting worker rights, have decided to push to add Right-to-Work[⚡] as a constitutional amendment.

Virginia's legislature would not be the first to do so, or try to do so. Earlier this year, the Alabama Senate passed a similar bill adding RTW[⚡] as a constitutional amendment, and it is now up to the voters in the state to decide.

This means that any future legislature in Virginia would have no hope of repealing the law, except through ANOTHER constitutional amendment.

Legislators in Kentucky continue to try and enact Right-to-Work[⚡] on a county by county basis across the state even though unions are challenging the issue in court. When a new governor was elected, the National Right-to-Work[⚡] Committee was licking its chops and saying that 2016 would be the year that Kentucky becomes a Right-to-Work[⚡] state.

Early in 2016, unions gathered enough votes in the state house to get it off the table for the time being.

In Ohio, there has been little talk of Right-to-Work[⚡] so far this year, but KOH and Local 18 will remain vigilant in protecting Ohio's Middle Class.

Thanks to all the members who participate

in Labor History classes, Labor Day picnics and parades, and other activities and events that help promote our union Brothers and Sisters!

Federal judge

continued from page 4

ruling for acknowledging lawmakers' powers and protecting "the energy revolution from the heavy hand of big government."

In his 27-page ruling, Skavdahl wrote, "The Constitutional role of this Court is to interpret the applicable statutory enactments and determine whether Congress has delegated to the Department of Interior legal authority to regulate hydraulic fracturing."

Previously, Skavdahl placed a temporary injunction on the fracking rule, which remains under review by the 10th Circuit Court of Appeals.

This week's ruling was not the only legal roadblock the Obama administration has faced in carrying out its environmental goals.

"BLM did not have the authority to issue its rule in the first place," Neal Kirby, spokesman for the Independent Petroleum Association of America, told the AP.

"It prevents regulators from using 21st century standards to ensure that oil and gas operations are conducted safely and responsibly on public and tribal lands", the department said. "But it's important to recognize that this case is not about the federal government's authority to regulate fracking generally."

The Ute Tribe stated in its brief that it agrees with the states that the Bureau of Land Management lacks rulemaking authority.

Governor Kasich

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ties and costing our members and contractors jobs.

We will remember them when they come knocking on our door for support in upcoming elections.

Thanks to Representative Maag's HB 180's passage in May and Governor Kasich's signing in early June, this ridiculous practice is now illegal in Ohio.

This legislation passed along party lines with all Republicans in the House and Senate voting with us. Three Democrats in the House – Heather Bishoff (Dist. 20), Jack Cera (Dist. 96) and Steven Slesnik (Dist. 49) – also voted to pass the legislation.

This is another reminder of why we work with both sides of the political aisle to protect our members.

50-Year and new Life Members recognized at June meeting

Chances are pretty good that when the 50-year members listed below joined Local 18 in 1966 as "comparative youngsters," they didn't pay much attention to a new law that was passed that year called Medicare. Now, they're both celebrating half-a-century of service. Ironically, that was also the year that the surgeon general first warned that "Smoking may be Hazardous to Your Health." Nor do they remember that a first class stamp was five cents or that some new TV program called Star Trek was exploring outer space.

While out there, they may have seen the bat symbol light up the sky as Gotham said hello to Batman and Robin on TV. And an organization that would have great impact on Operating Engineers was created. It was called the Department of Transportation.

Asterisks indicate those who were in attendance at the semi-annual meeting and are pictured in this issue of the *Buckeye Engineer*.

50-YEAR

District 1

Carl R. Anderson*, Richard A. Baker, James N. Balzer*, Robert F. Bates, Joseph F. Bock*, William H. Burkhart, Oscar S. Clingon, Thomas M. Depinet*, Donald E. Deroia, Ralph E. Dodero, Donald C. Gregg*, Charles E. Haney, Robert R. Hiner, Walter Hlavin, Jr. and Raymond B. Hulec.

Jack Jones, William J. Krinek, Jr.*, Frank S. Liberty*, Ranko Majstorovic, Frank McBride, Everett J. McMillin, Anderson Moore, Sr., James A. Nerone, James E. Norgrove, William O'Hara, Frank Pachinger, John J. Papesh, Sr., Nick J. Petti and Joseph J. Pierog.

Walter W. Pontious, Richard P. Resar, Louis J. Rosati, Edward H. Ruthsatz, James Sadler, Dale Sasala, William J. Schmidt, Daniel J. Shelly, Alfonzo Smith, Reginald J. Stallard, Herbert H. Stockard, Carol E. Stover, Lonnie L. Stull*, Willard E. Tremmel, Garry Wyckoff, William Yagl, Frank D. Zelin and Jack Zimmerman.

District 2

Gene C. Albright, Nelson Baughman, James G. Bennett, Roger Bostelman, Donald P. Cable, Calvin Clear, Lavon Cooper, Donald D. Cullison, Darl V. Elchert*, Eldor E. Gerken, Donald L. Gray, David Grodi, Paul E. Hermiller, Robert N. Hershberger, Frederick V. Hohman and James Hottenstein.

Richard A. Lewis, Loren Maassel, Dale Marshall, Bruce C. Mosier, James R. Mossing, Richard C. Murdock, Raymond Obermyer, James R. Patton, Dale Pease, Boyd A. Rader, Charles W. Reiner, William Reiter, Richard E. Rosswurm, Charles Schlegel and Larry D. Schmucker.

Daniel M. Scott, Robert Shupe, Orlo Spence*, Donald E. Stewart, Richard R. Todd, Steve R. Vance, Robert H. Warnecke, Philip O. Warren, Jack Wyman, Robert L. Youngs.

District 3

Curtis J. Anstead, Grover W. Baisden*, Marlin F. Baker, Marvin E. Balderson, Forest D. Batton*, Ralph E. Beatty*, Marvin Brown, Robert F. Brown, Norvell W. Caulley*, Glenn A. Coleman, Roger D. Cox, Robert E. Dart and Robert E. Delay.

John V. Dixon*, Roy M. Dixon, Jr.*, Jack J. Emmons, Thomas L. Freeman, William E. Funk, Roger Garlic, Max W. Greuey, Raymond A. Hale*, Robert T. Hamilton, Richard D. Harp*, Delbert R. Hines and Chester Johnson.

Roland B. Jones*, Rolland N. Llewellyn, Terry L. Luft, Carl T. Maples, George O. Miller*, Eddie J. Milner*, Kenny H. Mullins*, James A. Murdock, Randall L. Prater*, James R. Ramsey*, Paul Rellinger, Ronald Robertson, Clarence Smith and Gary L. Smith.

Brent G. Smith, Jr., Russell L. Snodgres*, Richard D. Swisher, Charles W. Talbott, Edmond Vanmeter, Alphonse Visintainer*, Phil Vogelmeier, Guy W. Waldron*, Shelton E. Whitmire, Richard A. Williams, James D. Wilson, Arthur N. Wolfe, Edmond L. Wright and John D. Yaw.

District 4/5

William V. Applegate, Ray Barker, Michael P. Borradaile, Robert L. Bowman, Vernon H. Brackman*, Clifford Brammer, Clifford T. Bray, Thomas S. Brown*, James E. Davis, Glen R. Dorland, Marvin A. Glacken, James B. Hagins* and James A. Helton,

Joseph J. Henry, Quitman P. Hughes, Joe W. Ihle*, Roger C. Korn, James M. Medley,

Robert L. Money, Orville L. Oty, Kenneth Richardson, Francis Schwab, Charles Smith, Ralph Sparks, Ronald A. Swartz, Lowell E. Trostel and Jerry W. Willis.

District 6

Donald H. Bates, Dennis C. Brillhart, Donald C. Brillhart, Russell Brogan, Jr., Allan Chenoweth, James L. Craft, Charles W. Dalton, Richard Delaney, Lowell C. Dye, James M. Ebert, Clyde W. Ferguson* and Allen B. Fluharty.

Lloyd D. Forrer, Edward J. Frank, Larry J. Gardner, Allen Gasser, MD Glick, Jr., Robert D. Halter, Sr., James C. Hawk, Renald L. Hefelfinger, Leevandis Hicks, Wilbert Jenkins, Stephen P. Korpita and William E. Little.

Gene Logan, James S. Matics*, Kelly Mayle, Leon C. McCaman, Charles McLaughlin, Marion D. Nussbaum, Edward L. Patterson, Robert L. Paumier*, Charles R. Pleise, Charles C. Potts, George H. Ray, Larry I. Rea, William G. Ricks and Tommy Rossiter.

John Serva, Jimmy D. Shanks, Timothy D. Smith, John F. Soehnlén, George W. Spring, John D. Tantarelli, Cletus L. Thomas, Loma H. Vannatter, Thurman H. Ware, Robert L. Watkins, Robert G. Webb, Donald E. Westfall*, Charles L. Weyrick and Floyd E. Wilson.

If 1966 had some positive events, 1986 – 30 years ago – was just the opposite. The space shuttle Challenger exploded, Russia's Chernobyl nuclear power plant had a steam explosion and fire that is still affecting the

continued on page 17



50-YEAR MEMBERS in attendance from District 1, flanked by Business Manager Dalton and District Rep Tom Perevosnik, are (seated l-r) Joseph Bock, Thomas Depinet, Frank Pachinger, Donald Gregg and Frank Liberty. (Back l-r) son of Joseph Bock, James Balzer, Carl Anderson, William Krinek, Jr. and Lonnie Stull.

Additional semi-annual group photos



DISTRICT 4/5 50-year members with Business Manager Dalton and District Rep Gary Marsh at each end are (l-r) James Hagins, Joe Ihle, Tom Brown and Vernon Brackman.



ATTENDING from District 6 are 50-year members (l-r) Donald Westfall, Robert Paumier, Clyde Ferguson and James Matics. Business Manager Dalton is at left and District Rep Joe Casto is at right.



IN ATTENDANCE from D-3 are 50-year members (seated l-r) Norvell Caulley, Kenny Mullins, Randall Prater, Alphonse Visintainer, Guy Waldron, James Ramsey, Roy Dixon, Jr., Eddie Milner, Sr. and Roland Jones. (Back row l-r) Business Manager Rick Dalton, Ralph Beatty, Forest Batton, Grover Baisden, George Miller, John Dixon, Raymond Hale, Richard Harp, Russell Snodgres and District Rep Greg Greenlee.



DISTRICT 2 attendees are, between Business Manager Dalton and District Rep Brett LaFaso, Orlo Spence and Darl Elchert.



IN ATTENDANCE from District 1 is new Life Member Michael Kovar with Business Manager Dalton and District Rep Perevosnik.

continued on page 17

District 4/5 *continued from page 3*

2,000 feet of concrete drainpipe and setting new catch basins and manholes. Bansal Construction is installing new traffic signals.

R.B. Jergens also started a street rebuild on Keowee St. in Dayton. R.B. Jergens milled 16,000 square yards of pavement along with removing the old brick roadway. Kokosing is on site laying 14,000 square yards of nine-inch thick concrete roadway.

Eagle Bridge has been working on Bonham Rd. in Oxford, removing and rebuilding a bridge over Four Mile Creek. The bridge is a poured-in-place 130 foot span of 25-1/2-inch thick concrete decking. This bridge will be finished this month.

WG Stang is working on a roundabout on Cincinnati Dayton Rd. at Kyle Station Rd. Barrett Paving will be laying 1,500 tons of asphalt at the site.

Nelson Stark continues moving 10,000 yards of dirt prepping building pads for two new Middletown High School buildings. The company has started laying 2,000 feet of 12-inch diameter concrete storm pipe and 1,000 feet of eight-inch ductile iron water line.

At the new Middletown energy plant project, Enerfab has moved in to work on underground piping. The company is installing various piping from two to 22-inch diameter. AmQuip has been awarded the laydown yard work and will be receiving incoming materials and other items at the site. Gemma moved an 800-ton crawler crane on site in late July for construction of the turbines.

Shelly is overlaying 15,000 tons of asphalt on various township and county roads in Logan County.

Southeastern counties

Eagle Bridge is working on the new Hazelwood Park bridge in Springboro for its new soccer park. The company drove 38 H-Beam pilings to support the structure. The pedestrian bridge will be 112 feet long and 36 feet wide, and includes a sidewalk.

Security Fence has completed work at the Warren County Fairgrounds, installing a new decorative fence to replace an old chain link fence.

Rack & Ballauer Excavating installed a replacement eight-inch water line on West Lane in Lebanon that is approximately 2,200 feet long. The work includes four new fire hydrants, 14 service connections and all restoration work.

John R. Jurgensen is working on the Columbia Rd. relocation where it has 100,000 yards of dirt to haul in order to raise the grade by 25 feet. It will be extending the storm drain pipe by 150 feet. The company is also installing 2,200 feet of 12-inch water main. Work should continue into 2017.

Foill is working on the Clinton Friendship Trail bike path that runs along U.S. Rt. 22 from Melvin Rd. through Sabina to Borum Rd. in Clinton County. Work includes installation of a pedestrian bridge, one box culvert and six pipe culverts over the 7.3 mile stone path.

R.B. Jergens' work continues at the Carter Hollow landfill, with 100,000 yards of material to be excavated and then lined with 125,000 yards of clay and under drain. There will also be a great deal of detail work to be performed including dressing of slopes, building of water retention ponds, and leveling of the roadway. Work should continue until late this year.

Distel Construction has completed replacing a new 10' x 6' box culvert on S.R. 137 just east of Cherry Fork in Adams County. New wing walls were also poured on both ends.

Armstrong Steel is working on two bridges east of Peebles on S.R. 32 in the county. On one bridge it is replacing a bridge deck and rehabbing the bridge structure. The other bridge is getting overlaid with the retaining walls being extended. Hydro Tech provided the hydro blasting work.

John R. Jurgensen has completed the total road rehab project on U.S. Rt. 50 in Marathon installing 2,000 feet of two-lane asphalt roadway and 3,000 feet of new storm drainage, including catch basins and manholes. Subcontractor Oglesby poured new curbing and sidewalks.

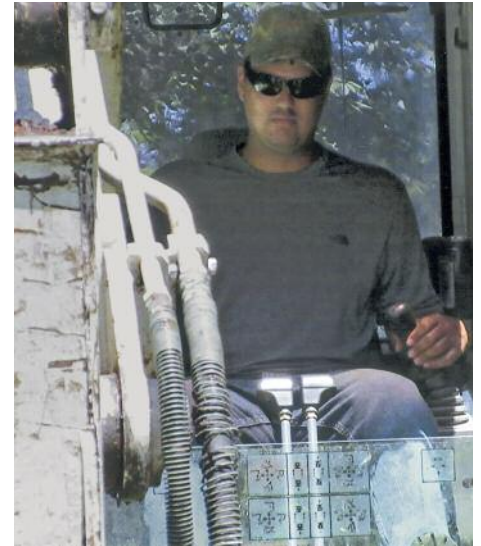
Kokosing's work continues at the Jeremiah Morrow bridge in Warren County. The bridge is completed and the company is now realigning the roadway to the bridge having to move 30,000 yards of dirt and stone. Jurgensen is doing the asphalt paving.

Coppage Construction continues to work in Monroe at the Park North Industrial Park, installing underground utilities on building #8. On building #5 the company moved 40,000 yards of material for the building pad and made ready for its foundation and on building #10 it has 450,000 yards of material to move for a proposed 1.2 million square foot building.

Southwestern counties

At the Ford transmission plant in Sharonville, Brandenburg has been demolishing the old presses that made parts for Ford's discontinued six speed transmissions. In late May the company, using a hydraulic shear attached to a CAT track hoe, began nibbling the huge presses into small pieces. The pieces are then removed from the plant with skid steer loaders.

Fenton Rigging is removing some of the smaller presses and equipment with industrial



WATER LINE replacement in Lebanon is keeping Tim Spegal (above) and apprentice Corey Mock (below) busy for Rack & Ballauer.



fork lifts and Shook Construction is removing and replacing concrete slabs in the production area.

At U.S. Rt. 50 and Cooper Rd. in Cleves, Ford Development/Trend Construction has completed an intersection relocation. Cooper Rd. was moved 300 feet to the east and a traffic light was added to ease traffic congestion and to let the school buses from Three Rivers School enter U.S. Rt. 50 safely. In all, 25,000 yards of material was moved and a 100 foot long, 8'x 6' box culvert was placed under the new road.

Throughout downtown Cincinnati, Intren has stayed very busy for Duke Energy making repairs to underground electrical switching gear and transformer vaults. A bulk of the work is exposing the existing concrete vaults to replace damaged roofs and walls or to enlarge the vault. This is a multi-year contract and will keep several operators busy.

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Still time to mark your calendar for the 30th Anniversary Retiree picnic

It's not too late to circle August 17 on your calendar so you're able to attend the 30th annual Retiree picnic on Wednesday, August 17 at the District 3 office at 1188 Dublin Rd., Columbus.

Doors will open at 10 a.m. and food judging will be at 11:15 a.m. Lunch will be at noon with meat, cheeses, buns and utensils provided. Feel free to bring a dish to share or be judged.

This year there will be some changes made to the day's events.

In the past, prizes have been given to the oldest members and the oldest book in attendance. **This year, prizes also will be given to the youngest retired member with a 30-year membership and the youngest retired book with a 30-year membership. (Don't forget to bring your union book with you.)**

This is an outstanding opportunity for Local 18's younger retirees to meet and greet other retirees and compare notes

about how jobs and equipment have changed. Or have they?

Along with the new come some of the old – but just as important.

A business meeting will begin at 1 p.m. to bring attendees up-to-date on the various projects and activities in which Local 18 is involved. Brief presentations will be made by Business Manager Dalton, President Byers, Vice President and Legislative Rep Totman, Secretary Siesel and the local's five district representatives.

The popular best food competition remains a picnic standard. Categories are salad, covered dish, cake, pie and other dessert.

Food judging will be at 11:15 a.m. sharp. Remember, only one entry per person is allowed. First and second place cash prizes will be given in each category.

And, as usual, there will be a multitude of door prizes given, including cash prizes.

If you're planning to attend and would like to car pool, check with your local representative.

Directions to picnic

From Cleveland/Akron: Take I-71 South to I-70 West. Exit onto Grandview Ave. Turn right at bottom of ramp and continue to first light (BP station on corner). Turn left onto Dublin Rd. Continue through first light (Urlin Ave.), then turn right into the driveway at 1188 Dublin Rd., Ohio Operating Engineers.

From Toledo: Take I-75 South to S.R. 15 South to U.S. Rt. 23 South to I-270 West to S.R. 315 to I-670 West. Exit onto Grandview Ave. and turn right at bottom of the ramp. Continue to first traffic light (BP station on corner) and turn left onto Dublin Rd. Continue past first traffic light (Urlin Ave.), then right into the driveway at 1188 Dublin Rd., Ohio Operating Engineers.

From Cincinnati: Take I-71 North to S.R. 315 North to Long St./Dublin Rd. exit. At bottom of ramp turn left onto Dublin Rd. and continue past several lights. After crossing Grandview Ave. intersection (BP station on

corner) continue to next traffic light (Urlin Ave.) and turn right into first driveway, 1188 Dublin Rd.

From Dayton: Take I-70 East to I-670 East onto Grandview Ave. and turn right at bottom of ramp. Continue to first traffic light (BP station on corner) and turn left onto Dublin Rd. Continue past first light (Urlin Ave.) and turn right into first driveway, 1188 Dublin Rd.

From Cambridge: Take I-70 West to S.R. 315 North to Long St./Dublin Rd. exit. Turn left onto Dublin Rd. Continue past several lights and pass Grandview Ave. intersection (BP station on corner). Continue to next light (Urlin Ave.) and turn right into first driveway, 1188 Dublin Rd.

Weather won't be a problem since attendees will have the option of eating indoors or outdoors.

Don't forget – Wednesday, August 17 with doors opening at 10 a.m.

Stand strong against 'right to work' laws

By Ron Wyden and Jeff Merkley, U.S. Senators from Oregon

Teachers, firefighters, nurses and other public servants dedicate their careers to helping others. They deserve the unfaltering support of a grateful nation.

Yet some extremists want to undermine these hard-working public servants' ability to negotiate a fair wage and essential benefits by touting so-called "right to work" laws.

Don't be misled by these extremists' seemingly harmless language.

Here's the inescapable fact those extremists don't want you to know about the damage their efforts wreak on teachers, firefighters, nurses and others: The average worker in states with these anti-worker laws makes \$5,971 less annually than workers in states that protect workers' rights, when all other factors are removed.

Anti-union, anti-worker laws

That's a full 12% disparity. And that gap reveals the sad truth about right-wing, anti-union, anti-worker laws – they are a partisan political ploy devised to undercut the basic rights of workers.

If that disparity wasn't bad enough, the damage done by that massive wage difference ripples out to the rest of the economy in states with these anti-worker laws. Lower wages in these states means a smaller tax base to fund real priorities like education, roads and law enforcement.

We see this battle over anti-union, anti-worker laws in all too many states, like in Wisconsin where these laws have deeply damaged the rights of workers.

The bottom line is this: Working families are the bedrock of American society, helping to boost our children's success in the classroom, to make hospital patients well again and to rush to the aid of every one of us if disaster strikes.

Our country should be making it easier, not harder, for those families and their children to get ahead.

As Oregonians, we must reject any effort to divide our communities with unfair attacks on unions. We should be pushing forward to preserve and create good jobs.

And a huge part of that approach is acknowledging that workers' right to bargain collectively for fair wages, hours, and working conditions is essential to economic justice.

Without these rights, not only will the middle class continue to dwindle, but so will opportunities for our children to succeed.

NOTICE TO MEMBERS

Due to IRS regulations, a portion of your administrative dues are not deductible on your 2016 income tax return (filing period 2017). In accordance with Local 18 Bylaws this amount is used for promoting, preserving, supporting and combating legislative initiatives affecting collective bargaining and union membership rights.

If you pay 3.0% administrative dues, then 16.7% of your total administrative dues are not deductible.

If you pay 2.0% administrative dues, then 25% of your total administrative dues are not deductible.

Your regular dues are not related to lobbying and therefore are 100% deductible.

District 6 staying busy throughout the area



WORKING on a slip repair for Kokosing is grease man Chris Snow.

'DIGGING' their work are Scott Albrecht (above) on a sewer main for Lockhart and Joe Volpe (below) on an under drain for Wenger Excavating.



WORKING for All Crane on the AAA building in Akron (both D-1) are Lee McKay (top) and Dominic Dudas (above); and Jerry Gilliland (below) in Marietta for the company.

MASTER MECHANIC for Carroll County Constructors is Jason Helms at a gas fired plant.



LOADING TRUCKS for Precision Engineering at Kent State is David Gunnoe (D-1).

WORKING on gas distribution main line and services is Chad Armstrong on the job for DRS Drilling.

'Shale Crescent USA' to promote area to largest businesses

Southeast Ohio leaders and others in shale country hope to attract large manufacturers and other businesses to their area to take advantage of what they call the lowest natural-gas prices in the industrialized world.

A campaign called "Shale Crescent USA" was launched in June to begin recruiting business to a region along the Ohio River that includes Marietta, Ohio and Parkersburg, West Virginia. The region has plentiful natural gas from the Marcellus and Utica shale formations.

"Our ultimate goal is to create some high-paying, blue-collar manufacturing jobs," said Jerry James, president and CEO of Artex Oil Co. in Marietta, who is helping to organize the campaign.

In marketing materials, an illustration of a crescent moon covers the region, pointing like a backward "C" roughly toward the Columbus and Cleveland areas.

The sponsors' efforts got a boost with Shell's announcement it is moving forward with plans to build an ethylene cracker plant in Beaver County, Pennsylvania, just east of the Ohio-West Virginia line. The energy giant said it will start building the petrochemical plant in 18 months. The cost has not been disclosed, but other cracker plants are multibillion-dollar investments and tend to attract related spending by other businesses.

A cracker plant processes natural gas into ethylene, which has broad applications in making chemicals and plastics. In addition to the Shell project, several other groups have said they are exploring building cracker plants in the region.

Shale Crescent leaders have identified the 200 companies active in the country that use the most energy and will try to sell them on the region's advantages.

The campaign bases its assertion about the low natural-gas prices on data from BP showing that the local price – the Appalachian Index price for gas delivered to Dominion Transmission – is lower than the U.S. benchmark price, and much lower than prices in Germany and Japan. The data excludes numbers from Middle East gas producers such as Qatar.

But some of the local price gap is because of factors that are bound to change, said Kenneth Medlock III, director of the Center for Energy Studies at Rice University in Houston.

"The gas is certainly cheap, but a word of caution should go up there," he said.

Appalachian gas is inexpensive now partly because there is not enough pipeline and processing capacity to handle the supply, Medlock said. As pipelines and processing plants are built, and as businesses move to the region for the inexpensive gas, the local prices

are expected to rise to near-parity with the U.S. benchmark price.

"You never want to extrapolate a long-term vision from a short-term reality," Medlock said.

At the same time, he said it is safe to say that Ohio's plentiful gas supply is a great asset for business.

The Shale Crescent campaign is being led by the Marietta Area Chamber of Commerce, the Southeastern Ohio Port Authority and the Ohio Oil and Gas Energy Education Program, among others. Organizers said it is too early to comment on budgets and staffing for the

effort, but they said the campaign eventually will have employees. The campaign has a website, www.shalecrescentusa.com.

"What makes Shale Crescent USA unique is we are branding the Ohio Valley," said Mark Schwendeman, president of the Schwendeman Agency, an insurance and financial-services firm in Marietta.

He said he hopes 'Shale Crescent' becomes a shorthand for the region's intrinsic advantages, which include inexpensive gas, plentiful water and close proximity to markets in the East Coast, South and Midwest.

A new fracking fight brewing in Maryland

Maryland regulators are paving the way for energy companies to begin fracking in the state once its moratorium on the gas-extraction process ends in the fall of 2017.

Meanwhile, state lawmakers opposed to the drilling method, have begun making plans to permanently ban it during the next legislative session.

In June, Maryland's Department of the Environment outlined proposals that closely align with rules the administration of former Democratic governor Martin O'Malley pitched several years ago, but with faster permitting and looser requirements for buffers to protect areas near the sites.

Several Maryland lawmakers plan to propose prohibitions during the 2017 legislative session.

Sen. Robert A. Zirkin (D-Baltimore County), who sponsored a bill to ban fracking in 2014, said he will introduce a similar measure next year, which he sees as the last chance to block drilling before the state's moratorium expires in October, 2017.

Fracking supporters say the extraction method, which involves pumping water, sand and chemicals into deep wells to break up rock and release natural gas, could provide economic benefits for Western Maryland.

A 2014 study by Towson University's Regional Economic Studies Institute found hydraulic fracturing in that area of the state could generate more than 3,000 jobs and at least \$5 million in tax revenue each year during peak drilling.

"It could help our economy considerably," said Sen. George C. Edwards (R-Garrett). "This is one of the poorest parts of Maryland. The key is to monitor it and make sure people are doing what the department says they should do."

The state's new plans are a slightly revised version of regulations released during the final weeks of O'Malley's second term.

Instead of requiring setbacks of 1,000 feet between the overall fracking operations and

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HANDLING site work for Kokosing at the MarkWest Seneca processing plant is Ralph Dalton (D-3).

Local 18 Calendar Retiree Calendar

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SEPTEMBER

- 15 Dist. 2 mtg.
- 21 Dist. 6 Board mtg.
- 28 Dist. 4/5 mtg.
- 29 Dist. 1 mtg.

ORGANIZING REPORT



by **Gary Siesel** Director of Organizing

Local 18's Organizing Department has had a very positive first half of 2016 in organizing new companies. This is only possible because of the hard work and dedication by the staff and membership. Organizing is not limited only to members in construction, but extends to non-construction employment which falls under our 18S (Stationary Engineers) branch. The opportunities in this field are almost limitless and we want to take advantage of this type of organizing, bringing more growth to Local 18.

Following is the newest group of signatory contractors since our last Organizing report:

- Bituminous Pavement Systems, LLC
- Christen Labor LLC
- FET Construction Services LLC
- Four Seasons Construction and Site LLC
- Great Lakes Demolition
- Landview Services, Inc.

By the time you read this, the newly organized 18S units of Urban Services Group and Meigs County EMS should be under a Local 18 contract, and in the works are contract negotiations for the maintenance workers at the downtown Cleveland Hilton Hotel.

There are also contract negotiations ongoing with the Wells Group which voluntarily recognized Local 18 as the representative for those workers in the former Hanson concrete batch plants in Circleville, Chillicothe and Washington Courthouse.

New companies, new opportunities

We welcome these new contractors and companies who bring more opportunities for employment to our members. It also means more hours that will be contributed into our Pension Fund, Health & Welfare Fund, Education & Safety Fund and Apprenticeship & Training Fund.

This not only contributes to a stronger and healthier fringe benefits program, but also a stronger UNION.

Remember that Organizing is the grass roots of the labor movement and though there are many aspects to a Labor Union, Organizing is one of the first steps toward growth. Local 18 is always open to new Organizing targets and our organization depends on the membership helping towards this endeavor. Contact the Organizing office or your District office with any information on organizing a company or a group of people in need of representation.

To end this Organizing article, there is a quote from an early 1900's Union Organizer, Mary Harris "Mother" Jones, "The next generation will not charge us for what we've done; they will charge and condemn us for what we have left undone."

Brothers and Sisters, let's make our time in the history of our Union one that will be remembered by future generations as a time of progress toward a better future.

Thank you for the support and efforts you give toward the organizing and growth of our local union.

Health 4U

BOARD-CERTIFIED DOCTORS ARE NOW AVAILABLE TO LOCAL 18 MEMBERS AND THEIR DEPENDANTS WHO ARE ON MEDICAL MUTUAL INSURANCE 24/7/365!

"Our members work long days and often don't take the time to go see a doctor when they have a bad cold, flu, rash and other illnesses. Amwell is available 24/7/365 from the convenience of your home for consultation, diagnosis and prescription if appropriate. You don't have to take off work and wait in line at the urgent care. I highly encourage you to get signed up for Amwell. It's a great plus to our Medical Mutual Plan."

- Rick Dalton, Business Manager

There are 3 easy ways to sign up:

1. Download the iOS or Android App by searching "Amwell"
2. Sign-up on the web at www.OOE.amwell.com
3. Sign-up by phone, call 1-855-818-DOCS

Enter Service Key: OOE

District 4/5 *continued from page 8*

Barrett Paving is performing milling and paving operations in various communities around Cincinnati as part of ongoing yearly street rehabilitation. In June, the company repaved Boudinot Ave. between Werk and Remie roads in the Western Hills area of town. Welfie did all of the milling and grinding work. Barrett Paving will be doing the same type of mill and pave operations in Amberly Village.

John R. Jurgensen completed a mill and pave on the Reagan Cross-County Highway between I-275 and Hamilton Ave. Security Fence was on site for guardrail replacement on the exit ramps and bridge approaches. Complete General replaced severely weathered concrete decking and barrier walls on several overpasses.

In late May, Jurgensen was able to make a traffic lane change at the 6.5 mile marker on I-75 between the Norwood Lateral and Mitchell Ave. Southbound traffic was diverted to open up work in the median. The barrier was hammered out and under drain was installed. The sub base was then brought up to grade.

The southbound ramp from the Norwood Lateral was relocated and repaved. Capitol Tunneling was on site for a 360-foot 42-inch bore to relocate a storm drain. Shelly & Sands has been in and out of the site slip-forming the median's barrier wall.

To the north on I-75, Kokosing has completed its railroad bridge replacement. In May, the last of the temporary sheet pile that was used for earth retention was removed and the last of the backfill around the piers was completed. Witherup Construction laid the new railroad track over the bridge. Mid-Ohio Landscape hydro-seeded the site.

At the Hopple St. I-75 rehabilitation, Kokosing has made several lane changes to accommodate work in the median. In June, 1,000 feet of barrier wall was slip formed into place and Barrett Paving milled out some temporary and old existing roadway and laid sub-grade asphalt.

Rauhorn Electric returned to install permanent lighting and Security Fence worked on signs and guardrail.

On Kilby Rd., near the Indiana border, Jurgensen readjusted catch basins and widened the intersection at U.S. Rt. 50, for the Hamilton County Engineers. Work included milling, paving and replacing the curb up to Dry Fork Rd.

Northern Kentucky

Triton Services has put the finishing touches on the Seven Hills church on Kentaboo Dr. in Florence. The last of the drainpipe was installed around the building. Parking areas were finished in June and the company built an interlocking decorative retaining wall to allow access behind the sanctuary. The wall also provides retention to several backyards bordering the property.

D-Crane has been busy with daily crane rentals on residential and commercial sites in the area. Maxim Crane had a 40-ton hydraulic truck crane servicing a roofing contractor at a hotel that was struck by lightning.

GM Pipeline was awarded several small water line replacement contracts by the Northern Kentucky Water Works. Rack & Ballauer Excavating is active with the emergency sanitary and storm water pipe repairs program for the sanitation district.

Quarries

Martin Marietta Service Group members have been working at various plants in the district. Members installed new electric motors along with electrical wiring to keep the plant up and producing stone along with servicing and maintaining equipment at various plants. Members are also drilling and blasting at limestone plants.

Pipeline

Minnesota Limited has been removing two existing 26-inch gas mains on Kyle Station



WORKING on a curb and sidewalk replacement is Bill Kidd, on the job for R.A. Miller.

Rd., replacing them with new steel lines for Texas Gas.

Mid-Ohio is in Piqua fabricating and installing two new 12- and 16-inch launchers and receivers for Vectren.

Contractors Rental has been working for Marathon Gas in Celina where it installed new 18- and 22-inch steel gas lines for the new station.

In lower Campbell County, Kentucky, RLA Utilities and Moerlein Construction are doing inspection repairs and hydro testing a gas system recently purchased by Duke Energy.

Many test holes will be dug around Campbell County checking welds and wall thickness and for any possible defects. After visual inspection, the line will be filled with water and pressurized to check for leaks and/or defects. This project is expected to run into early fall.

Gas Line Distribution

RLA has installed a new gas main along Cox Rd., in West Chester Township, consisting of 3,600 feet of eight-inch line, and 1,200 feet of six-inch line. In order to service the new Christ Hospital 1,400 feet of four-inch line will be run. At Barrett Rd. and Dar-

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RUNNING rubber-tire track hoes are Tim Johnson (left) for J.R. Jurgensen and Mike Cook (right) for Miller Pipeline.



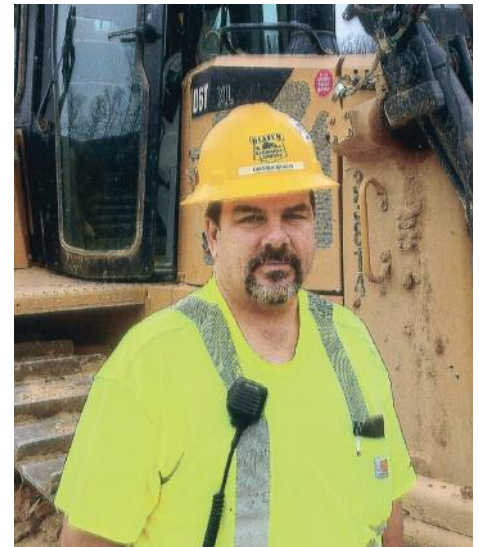
District 3 members on a variety of area projects



WORKING for Shelly at the Tanger Outlet Mall in Delaware are (l-r) Randall Stotts, Seth Cox (D-6) and David Ferrell.



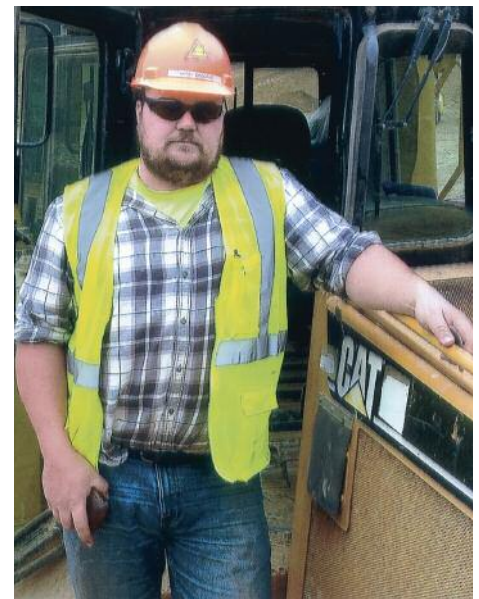
HANDLING various All Crane projects are (from the top) Brad Paul, Bill Myers and Mark Litz, showing his new Life Member status.



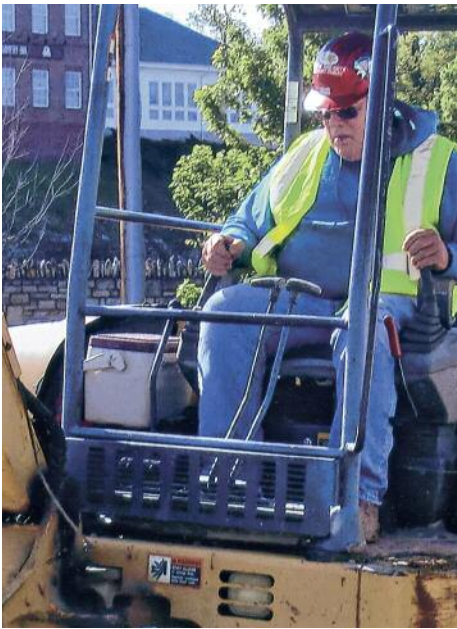
STAYING BUSY on the Portsmouth Bypass for Beaver Excavating are Darin Bilger (above) and Kacey Osborne (below) and for Jurgensen, John Jodrey (above left).



ON THE JOB for K.D. Complete Clearing in Delaware County are Nick Simpson (above) and Jarrin Overfield (below).



**Don't
forget to
register to vote!**



STAYING BUSY for Complete General in Dublin are Van Johnson (above) and Robert Grim (below).



NEWLY SIGNED Nuko Paving members training at the Logan training site.



WWTP project in Columbus has Christina Easton working for Kokosing.



DELAWARE COUNTY projects have Virgil Todd Green (above) working for Double Z Construction and Jack Miller (below) on the job for McDaniel's Construction.



ONGOING work at Kenny/Obyashi's OARS tunnel project in Columbus.



WORKING at National Lime & Stone's South Columbus plant are (l-r) Erik Saum and Tom Butts.



District 4/5

continued from page 13

lene Dr., in the township, RLA has replaced 400 feet of steel gas main.

Miller Pipeline is working on Third St. in Dayton at Wayne Ave. where it is installing 5,000 feet of six- and eight-inch plastic main and hooking up 50 services.

Miller Pipeline is also working in West Carrollton for Vectren installing 7,000 feet of two-inch plastic gas main and making 171 service connections.

Culy Gas Utilities is working for Vectren off Wagner Ave. in Greenville installing 5,000 feet of eight-inch plastic main and 2,000 feet of two-inch plastic main along with 225 service connections to residents and businesses.

Dealer Shops

Columbus Equipment in Dayton hired a new mechanic early in the summer to help keep up with various customer repairs.

Ohio CAT's equipment shop in Troy has also added a new mechanic. The equipment shop is very busy working on repairs for customers and also on rental equipment. At the Ohio CAT Ag shop in Washington Courthouse, the field mechanics are busy getting farmers' harvesting equipment ready for the fall harvest.

The dealer shops are very active in the southern part of the district area with some having a backlog of work creating some overtime. The Ohio CAT store in Sharonville outfitted three CAT D-2 dozers with armor plating and painted them desert tan for a customer outside of the country.

As always, our thoughts are with the families and friends of fellow operators who have passed away as well as those who are sick or have been recovering.

We will be holding monthly District 4/5 Retiree's Club meetings until December. The meetings are on the fourth Wednesday of the month, starting at 11:30 a.m., at the new District 4/5 Union Hall at 3860 Towne Boulevard in Franklin. Let's make it a banner year for participation. There is always good food and conversation.

At these meetings we have updates on important issues regarding Local 18. There are regular drawings so you could win a door prize. As a reminder, there will not be a Retirees' meeting at the Union Hall in August. Instead the Retirees will gather at the District 4/5 Family Picnic on Saturday, September 3rd at the Miamisburg Training Site located at 4250 Soldiers Home Miamisburg Road, Miamisburg, Ohio. The picnic runs from 11:00 a.m. to 3:00 p.m.

Thanks to the executive and advisory board members for their work throughout the year and thanks for the help and support from the membership.

New D-4/5 facility working out well



NEW D-4/5 FACILITY in Franklin opens its doors to Business Manager Rick Dalton addressing members at first regular membership meeting (above left) and retirees enjoying their first meeting in the facility. (Below) Local 18 apprentices who helped make the new building operational.



2016
Endorsements to
appear next month.

Semi-annual meeting continued from page 6

area and the first PC virus – Brain – began to expand. Not an auspicious year.

30-YEAR

District 1

Victor DiGeronimo, Jr., Raymond L. Johnson, Michael L. Kovar*, Daniel A. Simmons, James P. Strader, Brian M. Weiland and Ronald D. Zanzano.

District 2

John Gazarek, Christopher S. Gill, Gary Harrington, William C. Lamb and Brent Musser.

District 3

Gary Ball, Gerald Duda*, Kimberly Hall*, Bradley Linden*, Kevin J. Mangan, David E. McCulloch, James W. Sorrell* and Paul L. Spriggs.

District 4/5

Larry N. Browning, Eugene F. Buffington*, Michael D. Cassity, Mitchell W. Hull, William Myers, Jr., Wayne C. Walton, Roy L. Wilhelm* and Michael L. Wolff*.

District 6

Robert M. Wright*



NEW D-6 LIFE MEMBER Robert Wright with Business Manager Rick Dalton and District Rep Joe Casto.



ATTENDING from D-6, flanked by Business Manager Dalton and District Rep Greenlee, are new Life Members (l-r) James Sorrell, Kimberly Hall, Gerald Duda and Bradley Linden.



30-YEAR MEMBERS from District 4/5 include (l-r) Mike Wolff, Roy Wilhelm and Eugene Buffington with Business Manager Dalton and District Rep Marsh.

Survey finds Americans support higher gas taxes for specific needs

Americans are willing to pay increased taxes if the revenue is invested in specific transportation improvements, according to the results of a new Mineta Transportation Institute (MTI) national telephone survey.

The report, "What Do Americans Think About Federal Tax Options to Support Public Transit, Highways, and Local Streets and Roads? Results from Year Seven of a National Survey," reveals that support depends on how the tax is structured and described, with some options supported by a majority – or even a supermajority – of Americans. This year's results show that support for raising transportation taxes has grown over the past six years.

The study was conducted by Asha Weinstein Agrawal, PhD and Hilary Nixon, PhD.

"Conventional wisdom says that Americans strongly oppose any increase in the federal gas tax," said Dr. Agrawal. "However, this survey shows that more than half of Americans support a federal gas tax increase if the revenue is dedicated to improving maintenance, safety, or the environment."

Key 2016 findings related to increasing taxes include:

- Of the 10 transportation tax options tested, six had majority support.
- Linking tax increases to safety, maintenance, or environmental benefits increased support by at least 10 percentage points among almost all the socio-demographic groups tested.
- Support levels varied considerably by the type of tax. When taxes were described with no

information other than the tax type, a new sales tax was much more popular than either a gas tax increase or a new mileage tax.

- Looking across the seven years of survey data, support for all the taxes except the flat-rate mileage tax has risen modestly. In seven cases, support has increased by more than ten percentage points since the first year the question was asked.

**IN ALL DISTRICTS:
ADVISORY BOARDS WILL MEET
1st MONDAY OF EACH MONTH.
MEMBERSHIP WILL MEET
2nd MONDAY OF EACH MONTH.**

Labor Day – Why the first Monday in September?

Labor Day has been celebrated on the first Monday of September since 1894. Why was that date chosen and what went before? Was it always the first Monday? Was it always September?

Samuel Gompers and the Federation of Organized Trades and Labor Unions planned to use May 1, 1886 as a day of nationwide demonstrations and a general strike in support of the eight-hour day. May 1 was, and remains, an international day of worker solidarity and protest.

But their planned demonstration seeking the eight-hour day was about four-and-a-half years late, since it was one of the highlighted themes of a “monster labor festival” on September 5, 1882 in New York City. (That’s the same date this year’s holiday falls, 134 years later.)

Before the first Monday

In the years before it became the first Monday in September, Labor Day was celebrated at different times and in diverse ways by distinct unions and organizations. In fact, that first “monster labor festival” in 1882 took place on a Tuesday.

Whether Peter McGuire or Matthew Maguire first conceived of the holiday or not, (and that has been covered in past issues of the *Buckeye*) it was McGuire, co-founder of the United Brotherhood of Carpenters and Joiners of America, and his union that were arguing at the time for a more clearly international celebration, inspired in part by Toronto’s Labor Festival which McGuire had attended in 1882.

Whenever the holiday was celebrated, it

had the clear potential in these early years to reflect the labor movement’s more radical and activist sides.

For instance, in its inclusion of every type of worker, including unskilled and immigrant workers (the latter a particularly radical position in the era of the Chinese Exclusion Act and significant anti-immigrant trends in the labor movement), the Knights of Labor embodied one element of late 19th century labor radicalism, and their parades reflected this identity.

In spite of the efforts by people such as McGuire, the formalizing and federalizing of the holiday only happened in direct response to other labor activists of the time, with several of their stories having been told in the *Buckeye* over the past several years.

The May 1886 Haymarket riots and bombing, and the fears of international radicalism that followed, led to President Grover Cleveland’s 1887 recognition of a September Labor Day celebration, the first such formal national acknowledgment of the holiday.

And the 1894 Pullman Strike, one of the broadest and most prominent national strikes of the period, led Congress and Cleveland (serving in his second, non-consecutive term as president) to go one step further – just six days after the strike ended, he signed the hastily drafted and passed legislation that made Labor Day a federal holiday, to be celebrated on the first Monday in September.

Ohio celebrated Labor Day as a legal state holiday in 1890, but Oregon became the first state to recognize the federal holiday as the first Monday in September.

Districts plan Labor Day weekend activities

There’s a lot to see and do over the Labor Day weekend, so come out and enjoy the fun with your fellow Local 18 members and their families.

District 1

Black River Landing in Lorain is the site of the district’s Labor Day celebration on Sunday September 4, beginning at noon as part of Lorain County’s annual Labor Day Family Celebration, and continuing until 6 p.m. The county’s organized labor sponsors the event, a day for local union leadership, union members and community leaders to celebrate the holiday and enjoy live music, giveaways, rides for kids, food, a car show and much more. Black River Landing is at 421 Black River Lane in Lorain.

District 2

The district will be participating again in both the Toledo and Fremont parades on Labor Day, Monday, September 5.

The Toledo parade group will stage on Summit St. near the intersection with Washington St. Staging starts at 8 a.m. and the parade will begin at 9 a.m.

The Fremont group should gather by 9 a.m. at Front and Knapp streets with the parade starting at 10 a.m.

The district’s annual picnic will be held immediately following the parades on Labor Day at the Cygnet training center. Lunch will be at noon, with games following lunch.

District 3

The district’s Labor Day picnic will be held on Sunday, September 4 at the Logan training center, 30410 Strawn Rd. between 11 a.m. and 3 p.m. Food will be served around 11:30.

There will be a crane rodeo and a backhoe rodeo at which members can test their skills. There will be face painting for the kids and door prizes for members and their families.

District 4/5

The Miamisburg training site, 4250 Soldiers Home-Miamisburg Rd., is the location for the district’s Saturday, September 3 family picnic, 11 a.m. until 3 p.m. Food will be served at noon. Included in the afternoon festivities will be a hayride shortly after lunch and games and activities for all. There will be door prizes for adults and handouts for the kids.

Members who wish can sign up for the backhoe rodeo, and prizes will be awarded.

District 6

Once again, District 6 members will participate in Barberton’s annual Labor Day parade on Monday, September 5. Line-up for the parade is at 9 a.m. For further information, including the D-6 float location, contact the District 6 office a week before the parade.



What's the Interstate system like on its 60th birthday

The U.S. Interstate Highway System turned 60 years-old late in June, and the Department of Transportation turned 50 at about the same time.

According to a new report released by TRIP, a Washington, D.C.-based national transportation organization, the Interstate system faces increasing congestion, unprecedented levels of travel – particularly by large trucks – and insufficient funding to make needed repairs and improvements. The nation's most critical transportation link continues to save lives with its enhanced safety features and is largely well-preserved, but an aging Interstate system will increasingly require more long-term, costly repairs.

The TRIP report finds that while the Interstate Highway System represents only 2.5% of lane miles in the U.S., it carries 25% of the nation's vehicle travel. The system is increasingly congested, with truck travel growing at a rate twice that of overall Interstate travel. And, while the nation's Interstates tend to be in better condition than other roads and bridges, the aging system lacks the required funding for needed improvements and repairs.

"Drivers are frustrated with the condition of the nation's transportation system," said Jill Ingrassia, AAA's managing director of government relations and traffic safety advocacy. "While a record 36 million travelers had plans to hit the road for Independence Day weekend, nearly 70% were concerned that roads and bridges are not in great driving condition. AAA urges lawmakers to keep their eye on the ball to identify a sustainable funding source to maintain and improve our Interstate system for the future."

The current backlog of needed improvements to the Interstate Highway System, as estimated by the U.S. Department of Transportation, is \$189 billion. The nation's current transportation investment is less than two-thirds (61%) of the amount needed to keep Interstates in good condition and make the improvements necessary to meet the nation's growing need for personal and commercial mobility.

And, while the recently enacted federal surface transportation program, the Fixing America's Surface Transportation (FAST Act)

provides a modest increase in spending, it lacks a long-term, sustainable revenue source. By 2020 the shortfall into the nation's Highway Trust Fund will be \$16 billion annually.

"The United States moves in large part thanks to the efforts of many elected officials, organizations and citizens whose shared foresight led to the construction of the national interstate system," said Bud Wright, executive director of the American Association of State Highway and Transportation Officials. "Now, as we commemorate the 60th anniversary of the Interstate act, it's clear that our investments in preserving the system are not keeping up even as our nation continues to grow."

Since 2000 travel on the Interstate system is increasing two times faster than new lane capacity is being added. As a result, 43% of urban Interstate highways are considered congested during peak hours and the average annual amount of travel per Interstate lane mile increased by 11% from 2000 to 2014. Travel by combination trucks on the Interstate increased by 29% from 2000 to 2014, more

continued on page 22

Credit Union once again offers summer discounts



Paramount's King's Island

	Your Price	Savings
Adult (ages 3-61, 48" or taller in shoes)	\$37.00	\$29.00
Junior/Senior (ages 3-61, under 48"/62 & older)	33.00	12.00
Adult (Two Day)	63.00	3.00
Adult Ride & Refresh (ages 3-61, 48" or taller, drink voucher must be redeemed same day as admission ticket)	44.00	-0-
Jr./Sr. Ride & Refresh (ages 3-61, under 48" tall/62 & older. Same drink requirements as above.)	40.00	-0-

****Special Offer Printed on Ticket:** Admission night after 4 p.m. for \$12.00 (Valid through 9/4/16)**

	Your Price	Savings
Cedar Point		
Adult (ages 3-61, 48" or taller in shoes)	\$49.00	\$16.99
Junior/Senior (ages 3-61, under 48"/62 & older)	43.00	3.99
Two Day Ride & Slide (ages 3-61, 48" or taller)	84.99	11.00
Two days at both Cedar Point & Soak City for one person. Dates of visit do not have to be consecutive.)		
Soak City (ages 3-61, 48" or taller in bare feet)	31.00	6.99
Ride & Refresh (ages 3-61, 48" or taller in shoes)	55.00	-0-
One day admission to Cedar Point for one person along with an all-you-care-to-drink wristband good for 20 oz. fountain Coca-Cola beverages.)		

Wild Water Kingdom

Adult (ages 3-61, 48" or taller in bare feet.)	23.99	Same at Gate
Junior/Senior (ages 3-61, under 48" in shoes/62 & older.)	16.99	Same at Gate

Cedar Point & Wild Water Kingdom tickets are now available for purchase on line. Visit our website oefcu.org for more information and the link to purchase tickets with your debit or credit card.

All tickets listed are good for any day during the 2016 season. A limited supply of tickets is available, so please indicate which attraction you are buying tickets for.

Make check/money order payable to: Ohio Operating Engineers FCU and mail to: OOE FCU Room 200
3515 Prospect Ave.
Cleveland, OH 44115

Tickets are held in the Credit Union office and are available for pickup or they can be mailed, so plan your trip in advance. If you wish them mailed, please enclose a self-addressed stamped envelope. Priority mail is available at an additional charge.

Credit cards are not accepted!
Non-Credit Union members MUST pay by money order.
No refunds or exchanges will be granted.

Members active throughout District 1



OPERATING a pump truck for Howard Concrete Pumping on the I-90 Innerbelt Bridge are (l-r) Bob Husted and William Meier.



OPERATOR/HELPER Josh Dickson working at CSU's International School for Foundation Service Corp.



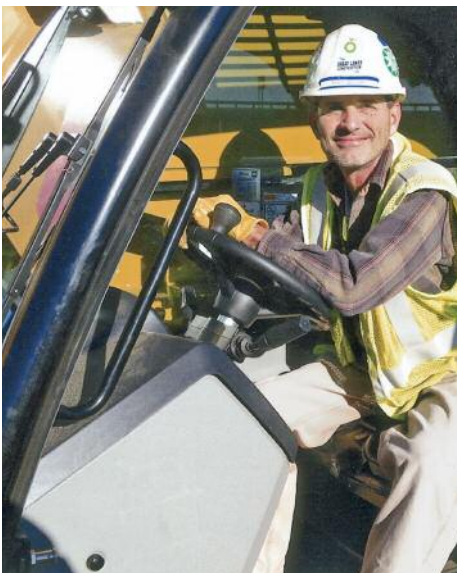
WORKING for Cook Paving on the CPP vault reconstruction is operator/helper Frank Simko.



OPERATING an excavator for Karvo Paving on S.R. 57 is Roger Landis (above). Also working for the company, on S.R. 44, is Kelly Floom (above left).



OPERATING a hoe for Mr. Excavator in Middleburg Heights is Dave Dewitt (above) and (below) in Parma is Mike Fekete.



ON THE JOB for Great Lakes Construction on I-271 is Randy Williams operating an RT forklift.



WORKING FOR Triad Engineering at the Dugway tunnel shaft #2 are (l-r) Jose Trewin (D-6) and Anthony Earhart.



WORKING at the Euclid WWTP for Kokosing are Billy Saunders (left) and Lynette Fields (above).

OPERATING an R/T forklift for Beaver Excavating is Chad Blankenship in Wellington.



OPERATING a skid loader on restoration work for Xtreme Elements is Mike Ponsart.



BIDWELL paver operator for TGR Tom Zudell (D-6) is testing the machine.



SETTING 72" concrete pipe on the Black River tunnel for Ric-Man Construction is John Burrington.



ON THE JOB for Sitetech at a new Kroger's in Sandusky are Richard Hamker (left) and Tom Rindfleisch (above).

than double the 14% rate of growth for all Interstate vehicle travel during the same period.

"It's hard to believe it's been 60 years since the Interstate Highway System was developed," said Ed Mortimer, executive director for transportation infrastructure at the United States Chamber of Commerce. "The vision of President Eisenhower has enabled economic mobility throughout our nation and showed we can accomplish big things. As we work to maintain, and in many cases rebuild this great system, let's continue to think big as we work to fund and finance an improved, smarter network."

Travel on the nation's Interstate highways has surged since 2014. In 2015 vehicle miles of travel on the Interstate Highway System was four percent higher than in 2014 and through the first three months of 2016 travel on the Interstate Highway System was five percent higher than during the first three months of 2015.

The design of the Interstate – which includes a separation from other roads and rail lines, a minimum of four lanes, paved shoulders and median barriers – makes it more than twice as safe to travel on as all other roadways. The fatality rate per 100 million vehicle miles of travel on the Interstate in 2014 was 0.54, compared to 1.26 on non-Interstate routes. TRIP estimates that the Interstate Highway System saved 5,359 lives in 2014, based on an estimate of the number of additional fatalities that would have occurred had Interstate traffic been carried by other major roadways, which often lack the safety features common to Interstate routes.

While the condition of Interstate pavement and bridges is acceptable, some deficiencies exist. Twelve percent of Interstate highways are in poor or mediocre condition. Three percent of Interstate bridges are structurally deficient and an additional 18 percent are functionally obsolete. Structurally deficient bridges have significant deterioration of the major components of the bridge, while functionally obsolete bridges no longer meet modern design standards, often because of narrow lanes, inadequate clearances or poor alignment.

"The long-term vision that helped establish the current Interstate system 60 years ago is needed again today," said Will Wilkins, TRIP's executive director. "In order to maintain personal and commercial mobility, transportation investment and a sustainable, long-term funding source for the federal surface transportation program must remain a priority."

As transportation groups prepare to observe the 60th anniversary of the interstate highway system, many also say it has gone in a few decades from an economy-lifting network to

a system that is increasingly clogged and decaying from lack of sufficient investment.

Bud Wright said, "The interstate highways gave the United States incredible gains in mobility of personal travel and cargo shipments as new segments opened in state after state. It was a remarkable achievement that helped make the U.S. economy the world's leader.

"However, we must face the facts of where we are today," Wright added. "Some of the original interstate bridges are still in place long after their projected life spans and long after traffic on them has outpaced original design levels. Large sections of these once-fabulous roadways are in disrepair. State departments of transportation are struggling to maintain their portions of this critical national network while demand keeps growing, even when many states have substantially increased their highway funding."

Wright said the interstate system is a good example of a national infrastructure asset, much like the nation's waterways and airspace, since the entire country relies on its various pieces to work well. "As a nation, we must ask ourselves if we are taking care of that asset and increasing its value and the economic payoff it delivers, or if we are letting it languish and lose value," he said.

Health 4U Update Tick bite leads to death

Earlier this year, the *Buckeye Engineer* reported on tick bites in its Health 4U series. In Minnesota, the state recorded its first case of Lyme-infected tick bites that attack the heart and cause sudden cardiac death last year, and another man recently reported the illness, Lyme carditis.

Steve Stolz said he noticed his heart was beating at a slower pace while walking up a hill. He went to the emergency room where doctors determined a tick bite disturbed the electrical system of his heart.

"Sixty-five percent of patients with Lyme carditis are men and typically younger, ages 15 to 40," Dr. Alex Campbell of the Minneapolis Heart Institute," said. "Nobody understands why, but that's what we see."

The bacteria from the bite burrows into the heart muscle, which causes the electrical signals that keep the heart beating to short circuit. This can cause the heart to slow to a stop or develop a potentially fatal fast rhythm.

"The heart will stop pumping blood and you pass out and that's a sudden death," Campbell said.

According to the Centers for Disease Control and Prevention (CDC), only one percent of patients with Lyme disease will develop Lyme carditis. The condition can be treated with antibiotics or a temporary pacemaker.

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(9:00-7:00, First two Mondays of month)

Call Ken or Cyndi for additional information

The Credit Union is a not-for-profit organization!

Summer weather proving beneficial for District 2



KEEPING BUSY for Miller Brothers Construction are Darla Wolf (above) on the S.R. 109 bridge and Todd Wiederwohl (below) at the Sunny Farms landfill.



WORKING for Beaver on I-75 are Pat Nelson, Jr. (D-6 left) on an 80T crawler crane and Clark Oswalt (D-1 below) on a finish dozer.



RUNNING an asphalt roller for Shelly on S.R. 15 is Rick Gardner.



MILLING in Perrysburg for Shelly is Trevor Geanlen.



OPERATING an asphalt roller for M&B Asphalt on S.R. 18 is Amy Johnson.

Right-to-work laws have no place in PA

By Bill Pounds and Hugh Giordano*
(From the Philadelphia Inquirer)

In April, union-heavy West Virginia became the 26th right-to-work state in the country, leading some to wonder if Pennsylvania would soon follow. The Pennsylvania House of Representatives wasted no time introducing a package of six bills designed to make this thought a reality. Passing these bills would be a mistake for working people and business owners alike.

At their most basic level, unions exist as a way to protect employees, considering that corporate interests begin with all the bargaining power. When employees unionize, they help level the playing field in labor-management relations. However, it is important that union leaders and business owners work together. All too often, union workers strike as a result of a breakdown in negotiations with the company leadership. Labor shutdowns, the worst possible outcome of contract disputes, should be avoided. Issues should be settled at the negotiating table to the benefit of businesses and workers.

The Supreme Court, in *Ford Motor Co. v. Huffman* (1953), extended the duty of fair representation established in *Steele v. Louisville & Nashville Railroad* (1944) to unions covered under the National Labor Relations Act, mandating that a union must "make an honest effort to serve the interest of all without hostility to any." Under *Miranda Fuel Co.* (1962), unfair representation of any employee, regardless of union membership, constitutes an unfair labor practice.

These court cases opened the door for nonunion employees to reap the benefits of union membership – collective bargaining, legal representation – without paying dues. The duty of fair representation creates a free-rider problem, and right-to-work legislation encourages new employees to take advantage of this gap in equity between dues-paying union members and nonunion employees. We believe this is wrong, and right-to-work legislation would only exacerbate the problem.

Moving forward, there are two paths: Reverse the legal precedent set forth in *Ford*, *Steele*, and *Miranda* and then pass right-to-work; or maintain the current approach, in which, at the minimum, all employees pay union dues but may opt out of union activities while still enjoying the benefits bargained for by the union.

Following the first path makes it clear that employees who do not pay dues will not be protected under a collective bargaining agreement, and the union will not have to represent them in any manner. This arrangement will leave workers as at-will employees and guarantee them only basic protections while

insulating the union from unfair-labor-practice charges.

The duty of fair representation was established by the court system to prevent discrimination. At the time, unions frequently barred employees from membership based on race, religion, creed, and other characteristics. It would be nearly impossible to remove a court-instituted protection for minority groups, and, frankly, this second path is the less favorable path of the two. We should be able to keep these safeguards from discrimination in place while maintaining worker protections and removing the gap in equity between union members and nonunion employees.


Without right-to-work, employees would


pay dues, receive the benefits of union membership, and choose whether or not to be involved in the union. Legislators as well as business owners should support an employee's right to unionize and acknowledge that union representation provides necessary protections to workers.

Workers may decide not to unionize. However, for businesses where employees do choose to organize, right-to-work laws have no place in Pennsylvania.

* *Bill Pounds is the Republican candidate for Pennsylvania's 194th House District. Hugh Giordano is a union organizer for United Food and Commercial Workers Local 152.*

W.VA unions file lawsuit against RTW law

Labor unions from around the state have filed petitions in Kanawha Circuit Court challenging West Virginia's new Right-to-Work  law as an illegal taking of union property and resources.


The lawsuit, filed on June 27 by 11 unions, contends that the Workplace Freedom Act  is intended to discourage union membership by "enabling nonmembers of unions to get union services for free," reported the *Charleston Gazette-Mail*.

The law was vetoed by Gov. Earl Ray Tomblin. However, it was enacted into law by override votes in the House of Delegates. The legislation allows employees in union shops to opt out of paying union dues.

One intent of the law, according to the lawsuit, is to discourage employees from joining unions.


"Why, the employee would ask, should I pay for something that the law requires be

made available to me for nothing," the petition states.

The petition cites other issues with the Right-to-Work  law, including a definitions section that seems to limit the law to public employee unions.

Some predict that the case will likely go to the U.S. Supreme Court, including Josh Sword, secretary of the West Virginia AFL-CIO, one of the plaintiffs.

Although the 11 unions filed separate petitions, union attorneys Vincent Trivelli and Robert Batress also filed a motion to consolidate the petitions into a single lawsuit.

Steve Roberts, president of the West Virginia Chamber of Commerce, which strongly advocated for passage of Right-to-Work , called the lawsuit "not unexpected."

See related articles on pages 4 and 5.

Fracking continued from page 11

places where people live and work, the buffer would extend from the gas wells themselves.

The permit-review process also would be simplified to shorten it from the expected seven months the O'Malley plans would have required. Regulators also have proposed moving air-quality testing from the fracking sites to a monitoring station in Frostburg.

Maryland Environment Secretary Benjamin H. Grumbles defended the state's proposals, saying his department must be doing something right if both sides of the debate are unsatisfied.

"We're working toward the middle, trying

to find a sweet spot between stringent regulations and workable, achievable requirements," he said. "We want to protect public health and the environment, and recognize that the market is going to determine whether we get applicants for fracking down the road."

Industry groups say opponents have little to complain about with the proposed rules.

"They'll still be the toughest, strongest hydraulic-fracturing regulations in the country," said Drew Cobbs, executive director of the Maryland Petroleum Council.

Commentary: House energy bill would boost job growth

By Michael James Barton*

The U.S. economy created a paltry 38,000 jobs in May – a mere quarter the number economists had predicted. Fortunately, the House of Representatives just approved a legislative amendment that could pick up the slack.

The provision, attached to a comprehensive energy bill, streamlines the regulatory approval channels for new natural-gas pipelines and export terminals. While America is in the midst of a historic gas production boom, the infrastructure required to transport and sell that energy hasn't kept pace. This lag is costing the economy hundreds of thousands of jobs and billions in economic growth.

The House's common sense provision would help close that gap. Energy producers would finally be free to build necessary gas infrastructure. The economic benefits would be profound.

Thanks to the advent of new extraction technologies like hydraulic fracturing, U.S. energy developers have been able to tap into previously unreachable gas reserves in North Dakota, Pennsylvania and elsewhere. Domestic production has jumped a stunning 50% over the last decade and is on pace to grow another 50% in the coming decades.

Expansion has worked wonders

This rapid expansion has already worked wonders for an economy largely mired in near-zero growth for eight years. Natural-gas production increases have created high-quality jobs, fueled billions in growth, and provided businesses with a cheap, reliable, clean source of energy.

There's now so much gas, in fact, that domestic supply outstrips domestic demand. Americans will only consume about a quarter of the gas produced over the near future. For a nation that just a few years ago was described as having an energy crisis, this is a miraculous turn of events.

Foreign markets are eager to buy the excess. And American firms are eager to sell it to them; new foreign sales would generate new jobs right here at home.

But there's not enough physical infrastructure to enable this exchange because of regulatory uncertainty.

Regulatory delays have slowed pipeline construction. The total miles of domestic gas pipelines actually fell two percent between 2009 and 2015. This spring, the Texas firm Kinder Morgan surrendered to the regulatory bureaucracy and shuttered a \$3 billion pipeline project in New England. The much-hyped "Constitution" pipeline connecting Pennsylvania gas production sites to New York consumers has been similarly smothered to death in government approval channels.

Worse still, when the gas does eventually get to the coasts, there aren't enough terminals to actually sell it abroad.

A federal law enacted in the 1930s – a time when a domestic gas surplus was about as imaginable as a smart phone – dictates that federal regulators must approve every new gas export terminal. Consequently, dozens of terminal proposals have been stuck in regulatory limbo for years.

With local and national politicians demanding the end of fracking, one suspects the endless regulatory process has become a backdoor ban. If the powers that be wish to stop fracking, then they should have to justify it to workers and families and have a vote, not hide behind a Byzantine regulatory process.

The House's energy amendment attacks these problems. It requires the Department of Energy to expedite the permitting process for new pipelines and to speed up its evaluations of new terminal applications – in other words, do their job and justify their decisions.

These reforms, as simple as they may seem, would transform huge swaths of the economy. Natural-gas exports would accelerate gas-industry expansion and generate profound benefits for working Americans.

A fully operational gas-export sector would create 450,000 jobs over the next two decades, according to the consulting firm ICF International. These positions would be concentrated in the American heartland, including North Dakota, Ohio and Illinois.

Passing the House's natural-gas amendment into law is a clear win. Lawmakers should ensure it's in a bill that eventually lands on President Obama's desk.

* Barton is founder of Hyatt Solutions

Photo ID error

As the result of miscommunication, a photo on page 41 of the June *Buckeye* was not that of Gary Lafferre as indicated, but of Jeff Casserman. The correct photos and identification appear below.



ASSISTING Davey Tree in removing trees in Canton is Gary Lafferre (above) working for Canton Erectors. Jeff Casserman (below) is running a forklift for Beaver at the Canton Football Hall of Fame.



Longest lateral drilled

A Pennsylvania-based drilling company said it has drilled the longest horizontal onshore lateral in the United States.

Eclipse Resource Corp.'s "Purple Hayes" well with its 18,500-foot lateral is in Millwood Township in Ohio's Guernsey County. The lateral that is 3½ miles in length was drilled in 18 days and hydraulically fractured or fracked in 124 stages, the company said.

The Utica Shale well is producing more condensate, a form of oil, than had been projected, company officials said.

More members, dependents seeking scholarships

According to Carol Wilson, administrator of Local 18's Fringe programs, more members and dependents are utilizing the scholarship program administered by Local 18's Education and Safety Fund.

Two dependent industry-related scholarships of \$7,500.00 were awarded at the state meeting on June 26. These dependents each wrote an essay about why they are pursuing a career in an industry-related field.

Winners of these scholarships are Thomas C. Louis and Payton Randal.

Thomas is the son of D-4/5 member Thomas Louis, Jr., and the grandson of former Local 18 president, Tom Louis. He plans to attend

Cincinnati State Technical and Community College and study Civil Engineering with a Construction Management option.

Payton, the daughter of D-6 member Tony Randal, also plans to study Civil Engineering with a Construction Management major at Stark State College.

The Education and Safety Fund paid in excess of \$700,000 in scholarship benefits for the 2015-2016 academic school year, compared with \$485,000 paid out last year.

For the 2016-17 academic year, 834 scholarships were awarded, an increase of 82 recipients – almost 10% – over last year.

Awards for the new school year are in excess of \$5 million.



WINNER of one of the \$7,500 scholarships, Tom Louis is surrounded by (from left) Fringe Administrator Carol Wilson, Business Manager Rick Dalton, Tom, Tom's mother, Krista, his dad, Thomas Louis, Jr., and his sister, Megan.



ALSO a \$7,500 scholarship winner, Payton Randal with her parents Tony and Christine, and Fringe Administrator Carol Wilson and Business Manager Rick Dalton.

Work moving ahead on proposed cracker plant

The proposed cracker plant in Belmont County is on track for a final investment decision early next year, according to a senior Ohio official.

The site, along the Ohio River across from Moundsville, W.Va., has long been a target for multinational companies looking to build a petrochemical plant in Appalachia. A former coal-fired power plant, it was considered by Royal Dutch Shell before it selected the former Horsehead Holding Corp. zinc smelter in Beaver County.

And for two years, PTT Global Chemical Public Company Ltd. in Thailand has been trying to decide whether or not to convert it into a petrochemical plant.

David Mustine, a senior adviser for Jobs Ohio, told an audience at the Northeast U.S. & Canada Petrochemical Construction conference late in June that the Thai company was looking to make a final investment decision by the first quarter of 2017. The decision was expected in 2016, but it has been delayed.

But work is going on at the site even without a final investment decision. Columbus Business First reported in May that \$100 mil-

lion has already been spent in engineering and other site work.


Belmont County Commissioner Ginny Favade said that First Energy, which owned the former Burger plant, is demolishing it over a 13-month process.

Air and water permits were filed in June

with the Ohio Environmental Protection Agency, said its director Craig Butler. Butler told the Pittsburgh Business Times that the schedule is to have regulators finish their initial work by the end of 2016.

"Good progress is being made on (the) PTT Global Chemicals" project, Mustine said.


Ohio Rep introduces RTW proposal

Rep. John Becker knows many fellow Republicans, including Gov. John Kasich, have little interest in an Ohio Right-to-Work  law, but that didn't stop him from offering one anyway.

Becker, R-Union Township in Clermont County, called his proposal a "win-win" for both sides: it would allow public sector workers to opt out of union representation and dues. But those who opt out would not be eligible for union protections.

But Mike Gillis, spokesman for Ohio AFL-CIO, doesn't see the proposed legislation as a win. "What this bill does is undermine workers' right to negotiate for fair pay and bene-

fits," Gillis said. "After it does that, it doesn't matter what else it does."

Republicans control the Ohio House, but have shown little interest in passing laws that limit unions after a statewide referendum in 2011 overturned Senate Bill 5, which limited the collective bargaining rights of Ohio's public employees. Kasich has said that Right-to-Work  is not on his agenda.

"My hesitation to do the bill is the governor has no interest in it," said Becker, who is relying on Kasich's public comments rather than a one-on-one conversation. "Then, I thought, on the other hand, people can change and things can change."

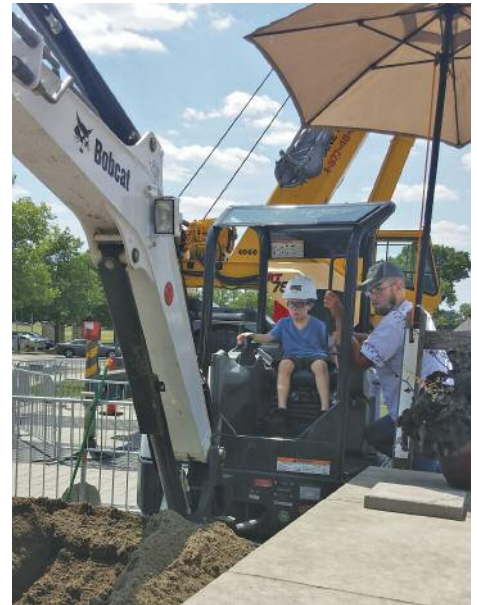
COSI hosts 15th annual 'Science of Big Machines'

It was a good time for thousands of youngsters to enjoy some of the "sort-of" early days of summer by visiting the "Science of Big Machines" co-sponsored by Local 18's Apprenticeship & Training program and the Ohio Contractors Association at the COSI Center in Columbus.

The nine-day program, from June 18 to June 26, featured interactive construction equipment, displays and demonstrations.

Staff and apprentices from the apprenticeship program, OCA members and COSI personnel were on hand to ensure safety, answer questions and conduct demonstrations.

Participating contractors included George J. Igel, Shelly Materials, National Lime & Stone, Ohio CAT, Shelly, Kokosing, Capitol Tunneling and Paul Peterson.



IN MEMORIAM

Local 18 extends its sympathy to the families and loved ones of the following members who have passed away.

LM Charles Montgomery (D-6)	May 3
LM Emery Cline (D-6)	May 24
LM Arthur Allen (D-6)	May 29
LM Ronnie Snyder (D-3)	June 6
Theo Ashshaheed (D-1)	June 14
LM Robert Taylor (D-6)	June 14
LM Avery Miller (D-6)	June 16

Errata

The November In Memoriam column in the *Buckeye* did not correctly list the death of Jerry Davis (D-3) on September 6.

PEP'S Club 18

Yes, I would like to do my part to support candidates and issues that help promote work for Local 18.

"To comply with federal law, we must use best efforts to obtain, maintain and submit the name, mailing address, occupation and name of employer of individuals whose contributions exceed \$200 per calendar year."

Name: _____ Reg. No: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ District: _____

\$18.00 \$50.00 \$100.00 other \$ _____

\$ _____

Money Clip (\$100.00 minimum contribution)

Contributions or gifts to PEP's Club 18 are not deductible as charitable contributions for federal income tax purposes. Forms and contributions should be sent to P.E.P. Local 18
3515 Prospect Avenue, Cleveland, OH 44115.

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Send Form 3579 and correspondences to above address

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Dues increase

Please be advised that the Per Capita Tax has increased. Therefore, your quarterly dues will increase effective October 1, 2016.

	OLD RATE	NEW RATE
Local 18, 18A, 18B, 18RA	\$ 62.25	\$ 63.75
Reduced Dues	41.25	42.75
Reduced Dues 18D, 18S		
(Monthly)	13.75	14.25
Owner Operator	146.25	147.75
18C-Shop	47.25	48.75
18C-Quarry	53.25	54.75
18D (Monthly)	23.00	23.50
18S*	8.50	9.00

*(New Rate) Two times the employee's hourly rate plus \$9.00 per month to be paid monthly.

Pension benefits go to 11

Eleven Local 18 members have qualified for retirement benefits. They include:

District 1

Mark A. Fulk and Dewey A. Jett (early retirements).

District 2

Kenneth D. Burden, Joint & Survivor (normal retirement).

District 3

Steven E. Ashton, Joint & Survivor (early retirement) and John R. Irvin, Sr. and Stephen A. Kodger, Joint & Survivor's (normal retirements).

District 4/5

Terry E. Cox (early retirement) and Michael A. Roseberry and Richard L. Spires, Joint & Survivor's (early retirements).

District 6

Joseph S. Lucas and Stephen K. Nelson, Joint & Survivor's (early retirements).