

# Buckeye Engineer



## Local 18 CALENDAR

Jan. 1 – Scholarship application

Apr. 1 period

### FEBRUARY

- 2-4 Apprenticeship application period  
(See page 7 for more information)
- 6 All Districts – Advisory Board mtgs.
- 11 Dist. 3 Labor History Class –  
District Hall, 7:30 a.m.  
(See page 5 for balance of schedule)
- 13 All Districts – Membership mtgs.
- 15 Dist. 1 Info. mtg. – Ashtabula  
Canceled for February
- 15 Dist. 2 Info. mtg. – Lima  
(No mtgs. until April)
- 18 Dist. 4/5 Labor History Class –  
District Hall, 7:30 a.m.
- 20 President's Day
- 20 Dist. 6 Info. mtg. –  
Guernsey County Fairgrounds

### MARCH

- 4 Dist. 6 Labor History Class –  
District Hall, 7:30 a.m.
- 4 Annual Credit Union mtg. –  
Local 18 Headquarters, Noon
- 6 All Districts – Advisory Board mtgs.
- 8-10 Local 18 Bronze Sponsor at Ohio  
Oil & Gas Assn. Winter mtg. –  
Columbus
- 12 Daylight savings time begins
- 13 All Districts – Membership mtgs.
- 15 Dist. 1 Info. mtg. – Ashtabula
- 15 Dist. 2 Info. mtg. – Lima  
(meetings resume in April)
- 20 Dist. 6 Info. mtg. –  
Guernsey County Fairgrounds

## RETIREE CALENDAR

### FEBRUARY

- 1 Dist. 3 Potluck Luncheon –  
District Hall, Noon

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## REPORT TO THE MEMBERS

by Richard E. Dalton, Business Manager

Winter seems to have arrived in Ohio with our first real batch of cold weather in January. Now would be the time to check your credentials and update any that may be expiring this year.

Labor History classes are underway. District 1 held its class in early January and it was well attended by the membership. The remainder of the classes will be held this month and next. Please check with your union hall or this issue of the *Buckeye Engineer* for the date of its class. If you haven't been to a Labor History class, spend the day with us and learn how organized labor got to where it is today and get updated on the current state of events facing Local 18.

As everyone is well aware, we now have a new President of the United States who was sworn into office on January 20. President Trump wasn't our first choice, but now Labor must find a way to work with him and his administration that can benefit the membership.

Right-To-Work (RTW) is not dead. Kentucky just passed RTW in January with HB #1 and followed it up with HB #3, the elimination of prevailing wages on school construction. The borders are closing in and we must continue to fight the fight so that Ohio doesn't become the next state to adopt RTW. Talk to your legislators, your friends and neighbors and let them know RTW is not good for anyone, Union or Not.

2017 has the indications of being another good work season for ODOT projects. The recent ODOT job lettings show quite a few projects for the upcoming construction season. The pipeline industry is awaiting final construction award to begin the Rover and Nexus



New work,  
new president

pipelines. Those jobs need to be awarded so that trees can be felled prior to Indiana Bat season which begins April 1.

Equipment shops across the state have steadily increased their manpower over the past two years, due largely to the pipeline industry in Ohio. Sand and gravel plant work was steady last season and most are currently performing maintenance, preparing for the construction season ahead.

The Stationary Engineers Department continues to increase its employer groups, adding several new facilities this past year including the Hilton Hotel in Cleveland; Urban Services, which services the Federal building in Cleveland; and the Meigs County EMS group.

Organizing remains the lifeblood of this great organization and our Organizing Department continues to deliver new contractors to the membership. We must organize everyone who performs Operating Engineer's work in order to maintain market share in the construction industry.

The Organizing Department makes more than 500 contractor contacts each month with the nonunion sector. Local 18's workforce development efforts bring new members and contractors to the organization which brings new jobs and opportunities for the entire membership.

Thank you for the opportunity to serve you. The staff is dedicated to the membership of Local 18 and works hard to continue to grow this great local union, keeping it the best in the International.

Watch out for slips and falls in the snow and ice.

Be safe!

Richard E. Dalton	Business Manager and Editor
Thomas P. Byers	President
Mark A. Totman	Vice President
Michael R. Bertolone	Rec.-Cor. Secretary
Jefferson S. Powell	Financial Secretary
Joseph W. Casto, III	Treasurer
Scott R. Stevenson	Trustee
Brett A. LaFaso	Trustee
Darrin Morgan	Trustee
Thomas J. Perevosnik	Auditor
Gregory T. Greenlee	Auditor
Douglas P. Pallaye	Auditor
Ismael Gutierrez, Jr.	Conductor
Ronald Krohn, Jr.	Guard

## 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  
Stacey L. Chamberlain Executive Board  
Chad N. Swartz Executive Board  
John D. Townes 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. Staggars 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  
James R. White Executive Board  
Dail E. Roberts 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](http://www.local18training.com)



**APPRENTICE Alaina Parker operating a 25-ton Grove TMs 300 crane at Miamisburg Crane II class.**

## 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 was effective October 1, 2016.

Local 18 \$63.75 per quarter  
+3% Administrative Dues\*

Local 18A \$63.75 per quarter  
+3% Administrative Dues\*

Local 18B \$63.75 per quarter  
+3% Administrative Dues\*

Local 18C \$48.75 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 \$54.75 per quarter (Stone  
Quarries, Material Yards, etc.)

Local 18D \$23.50 per month

Local 18G Two times the employee's hourly  
rate per month to be paid quarterly

Local 18RA \$63.75 per quarter  
+3% Administrative Dues\*

Local 18S Two times the employee's  
hourly rate plus \$9.00 per month to be  
paid monthly

Owner Operator members  
\$147.75 per quarter

Reduced Dues \$42.75 per quarter

**Jefferson S. Powell**  
**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.



## Looks like a busy year in District 3

Work this year looks prosperous for District 3.

There has been a great deal of activity in Delaware County. On Sandusky St. in Delaware, McDaniel's Construction is doing the site work on a seven-story law office, with Maxim Crane Works setting steel with Sofco Erectors as a sub. Miller Pipeline had several crews working around the city of Delaware replacing gas lines for Columbia Gas.

Also in Delaware County, George Igel has a slip repair at state routes 315 and 750 with 190 caisson holes to be drilled. This area will be shut down for approximately four months.

Trucco Construction has several jobs around the county. It is working at the Delaware Area Career Center in Delaware and on a new water line from Shaughnessy Reservoir to Clark Shaw Rd. in Powell that will be around 40-feet deep in some places.

Strawser Paving built a new bike bath in the village of Mount Air.

In Polaris, Igel connected the sewer and water from the new Gemini Parkway to IKEA and Kokosing built a new three-mile long road.

Double Z Construction has two intersection widening projects underway, one at County Line Rd. in Westerville and the other at Worthington and Big Walnut roads in Lewis Center.

Igel has a design/build project with two bridges on county roads 49 and 255 outside of Sunbury.

In Union County, Dew Excavating is working on a pond and putting in all roads while Park Enterprises is installing the sewer and water to a housing development on Creekview Drive in Marysville. Also in Marysville, Double Z is working on a S.R. 31 bridge deck replacement. Elite Construction is replacing sewer lines on various Marysville streets. Atlas Industrial has had several operators busy this winter at the Honda plant with maintenance and building a new car paint booth.

In Morrow County, several bridges are being replaced by Ohio Bridge, R&I Construction and Crawford Construction as part of ODOT's Ohio Bridge Partnership Program.

In Marion County, Underground Utilities is replacing sewer lines on Belmont St. in the city of Marion and Park Enterprises is replacing sewer lines on Greenwood St. in the city. Helms & Sons is replacing water lines on Quarry Rd. in Marion. T.G. Mercer has a pipe yard on S.R. 309 for the Nexus Pipeline.

In Wyandot County, Underground Utilities is replacing sewer lines in Upper Sandusky. In McCutchenville, R&I will be replacing two bridges over Thorn Run. Igel is moving top soil for National Lime & Stone in Carey.

In Franklin County, the heavy shops of Ohio CAT, Columbus Equipment, RECO Equipment



**COMPLETE GENERAL** slipping wall on I-270/U.S. Rt. 33 reconstruction in Dublin.

and Southeastern Equipment all had a jump in sales and service this winter due to the mild weather, allowing contractors to work longer. Towlift, W.W. Williams and Cummins are starting the year off busy.

Work in Franklin County is still booming at this time. At the U.S. Rt. 23/I-270 interchange, the Igel/Ruhlin joint venture on tunnel and bridge work is substantially complete. Subcontractors were Kokosing, MP Dory, Danbert, McKinney Drilling, GeoBuild, Mt. Carmel Stabilization, McDaniel's and Precise Boring of Ohio.

Complete General Construction has all lanes open now at the I-270/U.S. Rt. 33 interchange in Dublin. Remaining work is the very extensive landscaping package being performed by Complete General and John Loehner. There were many subcontractors working on this project including Shelly, Howard Concrete and Amelie Construction. This job included building 11 bridges, seven of which were built in a four-month period by Complete General.

Buds and MP Dory have been working on barrier wall and signage upgrades on various sections of I-270.

Complete General was low bidder on a major reconstruction of the I-70/I-270 intersection on the west side of Columbus from Wilson Rd. past Rome-Hilliard Rd. This project includes several bridges, lane additions and sound walls. Shelly, Strawser Paving and Buds are some subs on the job.

On I-71 south of Columbus, Shelly & Sands was low bidder on a lane addition in the Grove City area. The project includes building a new bridge over White Rd. and creating a new noise wall.

The city of Columbus also has several treatment plant projects underway. Kokosing has been at the Hap Cremeans plant for the past three years with tank replacements and facil-

ity upgrades, and continues working on the Dublin Rd. plant expansion. Work on this plant has been let out in four phases with Kokosing awarded all four of them. The company also was low bidder on the expansion of the existing Parsons Ave. plant.

The city's OARS tunnel project has been underway for more than five years and has employed three dozen Operating Engineers working three shifts. Kenny-Obayashi has the contract to build the 4.4-mile long by 22-foot diameter tunnel that will separate the city's storm sewage for treatment. It took until September 4, 2015, (three years) for the tunnel boring machine to finally see daylight again as it reached the final shaft at Neal Ave. Work is scheduled for completion by the end of this year.

The Blacklick Sewer Interceptor bid out last March, with Michels/Jay Dee Joint Venture, under the name Blacklick Constructors, being low bidder. This is a four-mile long tunnel on the east side of Franklin County which should

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**WORKING for Danbert in Zanesville is Jerry Reeves.**

# POLITICAL ACTION

## Latest RTW<sup>⚔</sup> news from around the country

### Missouri unions file anti-RTW<sup>⚔</sup> petition

As GOP lawmakers and a new governor vow to make Missouri the 27th Right-to-Work<sup>⚔</sup> state, Missouri AFL-CIO President Mike Louis has filed several versions of an initiative petition that would amend the state constitution to protect union negotiating rights.

A Right-to-Work<sup>⚔</sup> law has been a longtime priority for Republican legislators who found a continual roadblock in Democratic Gov. Jay Nixon.

But while Nixon used his veto pen to block the legislation in the past on the grounds that it's anti-worker, newly elected governor Eric Greitens has promised to sign it.

In the weeks leading up to their return to Jefferson City last month, leaders of the legislature's GOP supermajorities said it's the top task in their pro-business 2017 agenda, and several lawmakers have already filed Right-to-Work<sup>⚔</sup> proposals.

Louis' petition for the ballot would essentially reverse any Right-to-Work<sup>⚔</sup> law passed during the upcoming session by giving employers and employees the "unalienable" right to negotiate contracts that would require workers to pay fees covering the costs of union representation.

"That employees shall have the right to organize and to bargain collectively through representatives of their own choosing," it reads. "No law or ordinance shall restrict or impair an agreement which requires employees to support their chosen collective bargaining representative."

In a statement, Louis said such negotiations were essential to ensuring fair wages, good benefits and safe working conditions.

The initiative petition process has become an increasingly popular way for Missouri activists, particularly Democrats, to push agenda items that wouldn't be palatable to the GOP-led legislature. Recently, that's included efforts to raise the tax on cigarettes, limit campaign contributions and legalize medical marijuana.

But it's a difficult and arduous process to get a referendum on the ballot, one that requires approval of the secretary of state and attorney general, analysis of fiscal impact by the state auditor, and a certain number of signatures from registered voters.

### New Hampshire seeking RTW<sup>⚔</sup> legislation

*Adapted from PR Newswire*

New Hampshire's newly elected governor, Chris Sununu, son of famed Republican op-

erative John Sununu, has made it clear Right-to-Work<sup>⚔</sup> legislation will be a key piece of his upcoming agenda.

Even though Republicans will control both houses in the state legislature as well as the governorship, Sununu is stressing that he will accomplish labor reform with bipartisan support from Democrats.

"We can't just ram down a piece of legislation down everybody's throat," Sununu said. "We have to be good listeners on both sides of the aisle."

Despite his assurances, labor leaders are not so convinced of the governor's new bipartisan spirit.

"For all his talk of reaching across the aisle there is no doubt that Chris Sununu believes he has a mandate to lead," says Richard Dalton, business manager of the International Union of Operating Engineers (IUOE) Local 18 in Ohio. "As a result, he will try to impose unwanted and harmful laws on the hard-working people of New Hampshire. He is going to be in for a fight because the working people of his state will be ready to take him on. Believe it."

Chris Sununu defeated Democrat Colin Van Ostern, who was staunchly against Right-to-Work<sup>⚔</sup> proposals.

Opponents of Right-to-Work<sup>⚔</sup> measures claim the laws result in decreased worker rights and ultimately damage the middle class.

"There's always going to be a new threat that labor supporters have to fight against," says Dalton. "Everyone involved knows the stakes and will be prepared to step up when it's time. Workers and labor leaders in New Hampshire will do everything they can to stand against this damaging legislation."

*Update: The NH legislature passed a RTW<sup>⚔</sup> bill. As this issue went to press, the governor had not signed off on it.*

### Kentucky passes legislation

Republican lawmakers in Kentucky passed a Right-to-Work<sup>⚔</sup> bill on January 7.

The effort to pass the legislation in Kentucky came two months after Republicans won control of the state's General Assembly for the first time since 1921. Republicans now control both chambers in the state's legislature and the governor's office.

A Kentucky Senate committee on January 6 passed the Right-to-Work<sup>⚔</sup> bill, sending it

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## Foxx releases report on future of transportation

On January 9, outgoing U.S. Transportation Secretary Anthony Foxx released the final *Beyond Traffic 2045* report highlighting transportation challenges the United States will face over the next three decades. The report finds that the U.S. transportation system, and the current planning and funding mechanisms, will not meet the demands presented by trends including population growth, climate change, and new technologies like driverless cars.

"Beyond Traffic started a long overdue conversation about whether our transportation infrastructure will keep pace with our changing country," said Secretary Foxx. "The final report again shows that if we do not invest in our infrastructure, we will let conditions move us backwards."

*Beyond Traffic 2045* was the product of more than two years of research and study by the U.S. Department of Transportation (USDOT). The report is a comprehensive study of the major trends that will shape the nation's transportation system over the next 30 years. It looks at broader trends, such as population growth and increasing freight volume, as well as issues of economic opportunity, transportation funding and emerging technologies, to identify the key transportation challenges that the United States will face.

Questions and trends explored in *Beyond Traffic 2045* include:

- How we move – America's population is expected to grow by 70 million by 2045, and by 2050, three-quarters of Americans could live in 11 emerging megaregions – larger geographic clusters in spanning multiple cities and communities.
- How we move things – Freight volume is expected to increase by more than 40%, partly driven by online shopping, adding extra demand to our transportation networks.
- How we adapt – Predicted rises in global temperatures and mean sea levels, and more frequent and intense storm events, could drastically affect highways, bridges, public transportation, coastal ports and waterways.
- How we move better – Automation and robotics will affect all modes of transportation, improving infrastructure maintenance and travel safety, and enabling the mainstream use of autonomous vehicles.

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# Legislative Report

by Mark Totman, Legislative Representative

The 132nd Ohio General Assembly has been officially sworn in and is under way. Chairmanships, new committees and committee assignments have been made for this GA.

The first six months of business at the Statehouse will be focused on budgets!

The first budget will be the ODOT budget which is generally finished by the end of March. As you would expect that will be largely where we focus our attention during February and March.

At the same time the ODOT budget is going through its hearing process, the state's



General Revenue budget will be in the hearing process.

This is the budget that will keep us busy until the end of June. It must be constantly monitored because it will be thousands of pages and this is where things can be hidden concerning our prevailing wages (your wages), relevant items and where the "devil is in the details."

As you probably have heard by now, there is also a legislative push on Right-to-Work (RTW) 🗳️. I am confident at this time (written in early January) we can keep it out of the legislature.

Tune in next month to find out more on this very important year in politics for our membership and all unions as we move into the new 132nd General Assembly here in Ohio and the Trump Era in Washington D.C.

Let's keep our PEP PAC fund funded. And, as always, thanks to everyone for their contributions to date! As you see we are still standing tall here in Ohio!

## Chao eyes safety enforcement, expediting projects, getting value for the money

Elaine Chao is President Donald Trump's choice to be the next transportation secretary, and she has vowed to develop a major infrastructure investment plan. Chao is seen as someone who would play a key role in selling it on Capitol Hill and implementing the transportation portions afterward. She is also married to Senate Majority Leader Mitch McConnell, R-Ky., who will help decide if and when such a program reaches the Senate floor for votes.

In her responses to questions prior to the confirmation process, Chao said she believes her background "makes me well suited" for the top USDOT job. She cited her previous government experience as labor chief, deputy transportation secretary, chair of the Federal Maritime Commission and deputy chief of USDOT's Maritime Administration. Chao also said she had been a transportation banker at two financial institutions.

She said all that had "prepared me not only for the management challenges of a large federal department, but also for the task of providing leadership and developing legislation and regulatory programs that will enhance transportation safety and infrastructure for our country."

Asked to state what she sees as the top challenges facing the USDOT, Chao said a top priority "is to maintain a culture of good stewardship on behalf of the American people."

She said that means "effective enforcement of safety measures; getting the most benefit from the department's expenditures including strengthening its planning and acquisition practices; and preparing for the future by considering new technologies in our infrastructure."

In addition, "given the nation's need to improve critical infrastructure, it is important

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## Latest RTW 🗳️ – continued

to the full Senate, which passed it during a rare Saturday session.

It is widely expected that Republican Governor Matt Bevin will sign the bill into law.

Kentucky has been unable to pass such legislation in the past because of its strong union ties across the state, labor leaders said. The Republican-led state Senate had passed similar bills in recent years, but House Democrats refused to hear the bills.

"The future of the fight is in, as best we can, trying to stop the erosion of wages,

benefits and safety," said Caitlin Lally, a spokeswoman for the United Food and Commercial Workers Local 227 in Louisville and vice president of the Greater Louisville Central Labor Council.

Hundreds of Democrats heeded their party leaders' call for a protest and packed the Capitol rotunda in Frankfort on Saturday.

"Politicians didn't create the labor movement, and politicians won't destroy the labor movement," said DeLane Adams, spokesman for the AFL-CIO Southern regional office.

## Secretary Foxx – continued

- How we grow opportunity – Middle- and low-income American households spend, on average, nearly 20% of their income on transportation and 40% on housing – higher shares than for wealthier Americans.
- How we align decisions and dollars – Federal gasoline-tax revenues have failed to keep up with our transportation needs and could decline further as vehicle fuel efficiency improves, and inflation further erodes purchasing power.

As the title suggests, one of the key issues examined in *Beyond Traffic 2045* is the cost of increasing traffic congestion. It finds that the average American driver in a city or a suburb will spend an entire work week sitting in traffic, the annual cost of congestion delays and lost fuel is \$160 billion, and that truck congestion alone will cost \$28 billion in wasted time and fuel this year.

In his introduction to the report, Secretary Foxx outlined three strategies that need to be employed to ensure that America is able to meet the challenges of the next thirty years: take better care of our legacy transportation systems to keep our roads, bridges, and ports in good repair; fund and prioritize new projects based on future projections, not outdated models of how people moved in the past; and use technologies and better design approaches that will allow us to maximize the use of our old and new transportation assets.

In conjunction with the release of *Beyond Traffic 2045*, Secretary Foxx designated 18 Beyond Traffic Innovation Centers across the country to lead research on the transportation challenges outlined in the report. The centers are non-profit institutions of higher education and non-profit organizations which convene leaders and other key decision-makers in each of eleven megaregions around the United States, as well as in rural communities, to discuss these challenges and coordinate related research, curriculum, outreach, and other activities.

The Great Lakes/Midwest megaregion is the Center for Neighborhood Technology, Ohio State University and University of Michigan.

## Two Labor History classes in February

The first of two Labor History classes this month will be held on Saturday, February 11, at the District 3 union hall, 1188 Dublin Rd, Columbus. A week later, the District 4/5 union hall, 3860 Towne Blvd. in Franklin, will host the class.

The Saturday classes will run from 7:30 a.m. until 4 p.m. The final class this year will be held on March 4 at the District 6 Union Hall.

# February and March Local 18 Training Schedule

## Richfield (800) 842-9419

February 4	8-Hour ICRA	March 2-3	16-Hour BROKK Introduction
February 7-10	30-Hour OSHA 30/STP	March 4	8-Hour Labor History (D-6 Union Hall)
February 9-10	16-Hour Trench Safety	March 14-17	40-Hour Crane II
February 10-11	16-Hour OSHA 10/STP	March 14-18	40-Hour Utility Equipment
February 17-18	16-Hour OSHA 10/STP	March 18	8-Hour Hazwoper Refresher
February 18	8-Hour Hazwoper Refresher	March 18	8-Hour Forklift, Industrial & Rough Terrain
February 18	8-Hour ICRA	March 20-23	40-Hour Tower Crane
February 21-25	40-Hour Hazwoper	March 20-24	40-Hour Milling Machine
February 22-24	24-Hour MSHA	March 21-25	40-Hour Grader I
February 25	8-Hour Signal Person	March 25	8-Hour First Aid/CPR/AED
February 25	8-Hour Load Securement	March 25	8-Hour Safeland/Safegulf
February 28- March 1	16-Hour BROKK Introduction	March 27-31	40-Hour Asphalt Paving
February 28- March 4	40-Hour Crane I	March 28- April 1	40-Hour Grader I

## Cygnnet (888) 634-6880

February 4	8-Hour OSHA 10/STP (Day 1)	February 27- March 1	24-Hour GPS
February 6-10	40-Hour Hazwoper	February 27- March 3	40-Hour Crane I
February 11	8-Hour OSHA 10/STP (Day 2)	March 4	8-Hour Tier IV
February 11	8-Hour Trench Safety (Day 1)	March 6-10	40-Hour Crane II
February 13-17	40-Hour Crane I	March 13-17	40-Hour Asphalt Paving
February 15-17	24-Hour MSHA	March 16-17	16-Hour Crane Rigging
February 18	8-Hour Hazwoper Refresher	March 18	8-Hour Signal Person
February 18	8-Hour Trench Safety (Day 2)	March 18	8-Hour MSHA Refresher
February 20-24	40-Hour Grader I	March 25	8-Hour Hazwoper Refresher
February 20-24	40-Hour Welding	March 27-31	40-Hour Directional Drill
February 25	8-Hour Forklift, Industrial & Rough Terrain		
February 25	8-Hour MSHA Refresher		

## Logan (888) 385-2567

February 1-3	24-Hour Skid Steer	February 21-22	16-Hour Trench Safety
February 4	8-Hour Skid Steer Refresher	February 24	8-Hour ICRA (D-3 Hall)
February 7-8	16-Hour BROKK Introduction	February 25	8-Hour First Aid/CPR/AED (D-3 Hall)
February 7-11	40-Hour Utility Equipment	February 25	8-Hour Load Securement
February 8	8-Hour Forklift, Industrial & Rough Terrain	February 27- March 3	40-Hour Asphalt Paving
February 9-10	16-Hour Crane Rigging	February 27- March 3	40-Hour Vac-U-Worx
February 9-10	16-Hour BROKK Introduction	February 28- March 4	40-Hour Crane II
February 11	8-Hour First Aid/CPR/AED	March 7-11	40-Hour Grader I
February 11	8-Hour Signal Person	March 11	8-Hour CCO Refresher
February 11	8-Hour Labor History (D-3 Hall)	March 13-15	24-Hour GPS
February 13- March 3	180-Hour Pipeline Sideboom (Group E)	March 14-18	40-Hour Directional Drill
February 13- March 3	180-Hour Pipeline Excavator (Group E)	March 16-18	24-Hour GPS
February 13-17	40-Hour Crane I	March 18	8-Hour CCO Refresher
February 13-17	40-Hour Vac-U-Worx	March 20-24	40-Hour Pipeline Distribution Maintenance
February 14-18	40-Hour Welding	March 25	8-Hour CCO Exam
February 16-17	16-Hour OSHA 10/STP	March 28	8-Hour First Aid/CPR/AED
February 18	8-Hour Hazwoper Refresher	March 29-31	24-Hour MSHA

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## Apprentice application period continues

The 2017 apprentice application period will continue on February 2, 3, 4, with applications taken from 9 a.m. to 3 p.m. at the following locations:

### Region 1 Training Center

4675 Newton Rd.  
Richfield, OH 44286  
(800) 842-9419

### Region 2 Training Center

9435 Cygnet Rd.  
Cygnet, OH 43413  
(888) 643-6880

### Region 3 Training Center

30410 Strawn Rd.  
Logan, OH 43138  
(888) 385-2567

### District 3 IUOE

Union Hall  
1188 Dublin Rd.  
Columbus, OH 43215  
(888) 385-2567

### Region 4/5 Training Center

4250 Soldiers Home – Miamisburg Rd.  
Miamisburg, OH 45342  
(800) 635-4928

### District 6 IUOE

Union Hall  
1721 Triplett Blvd.  
Akron, OH 44306  
(800) 842-9419

If you need further information about the application period, please call any of the Regional Training Centers or the Central Office at (888) 488-9997.

## SAFETY REPORT



by **Brett LaFaso** Safety Director

I regret to say I reported on far too many accidents resulting in fatalities that occurred within our jurisdiction in 2016. I have researched national

sources to find fatal accidents that are tragic, yet preventable. I did this in an effort to educate our members about the devastating and life changing event that is a fatality.

One of the most informative and complete sources for this information is the Mine Safety and Health Administration website. With the goal of reaching the public with this information MSHA has developed the "Fatalgram." With its rather morbid name, it leaves no doubt as to the subject matter it discusses. I have three such reports I wish to share with the Brothers and Sisters of Local 18.

On February 26, 2016, a truck driver delivering multiple sections of polyurethane pipe was struck by a section of pipe during the unloading process. A forklift removed two sections of pipe from the passenger side of the truck, and then left the area with the two sections. While the forklift was away, a single, unsecured section of pipe rolled off on the driver's side of the truck and struck the victim.

Each section of pipe was approximately 50-feet long and weighed approximately 1,750 pounds. Miners began first aid but the driver was unresponsive. He was transported to the local hospital and later died. This accident happened at a sand pit in Granbury, Texas.

To prevent an accident of this type, evaluate the stability of the material before unfastening a load. Pay particular attention to loads that may have shifted or become unstable during transport. Install secondary supports (side stakes) of adequate height and strength to prevent material from falling when the load is unfastened; or prior to unfastening the material, secure the item being unloaded to the machine used in the unloading process.

Stand clear of items of massive weights having the potential to become off-balanced while being loaded or unloaded. Implement measures to ensure persons are properly positioned and protected from hazards while performing a task. Ground personnel should be highly visible. Unauthorized persons should be kept clear of the area.

On March 22, 2016, a 42-year-old lead man with six years of mining experience was fatally injured at a surface limestone mine when he was struck by fly rock from blasting operations. The lead man was parked in his pickup truck at a location to prevent others from accessing the blasting site. He was approximately 1,200 feet from the blast area. The rock that caused the fatality only weighed 20 pounds but traveled at a high trajectory nearly four football fields striking the roof of his pickup truck, suggesting the destructive power behind the blast. This accident occurred in Earlham, Iowa.

To avoid being involved in an accident of this nature, clear and remove all persons from the blast area unless suitable blasting shelters

*continued on page 8*

## February/March Training Schedule *continued from page 6*

### Miamisburg (800) 635-4928

February 6-7	16-Hour OSHA 10/STP	March 4	8-Hour Safeland/Safegulf
February 7-9	24-Hour GPS	March 4	8-Hour Skid Steer Refresher
February 8	8-Hour First Aid/CPR/AED	March 6-10	40-Hour Crane I
February 9-10	16-hour Crane Rigging	March 8-9	16-Hour Trench Safety
February 11	8-Hour Tier IV	March 11	8-Hour Load Securement
February 11	8-Hour MSHA Refresher	March 11	8-Hour Forklift, Industrial & Rough Terrain
February 13-17	40-Hour Milling	March 13-17	40-Hour Welding
February 18	8-Hour Labor History (D-4/5 Hall)	March 13-17	40-Hour Articulated Boom Crane
February 20-24	40-Hour Asphalt Paving	March 14-16	24-Hour Skid Steer
February 20-24	40-Hour Welding	March 18	8-Hour Hazwoper Refresher
February 20-24	40-Hour Crane I	March 18	8-Hour Signal Person
February 25	8-Hour Forklift, Industrial & Rough Terrain	March 20-24	40-Hour Hazwoper
February 27-	40-Hour Crane II	March 24-25	16-Hour Crane Rigging
March 3		March 28-29	16-Hour OSHA 10/STP
February 28-	24-Hour Skid Steer	March 28-30	24-Hour GPS
March 2		March 31	8-Hour First Aid/CPR/AED

## RETIREES CLUB



*by Harold Pflager  
President*

Well, we're in the second month of 2017 and our Clubs are already meeting in some districts. A schedule of when I will be able to visit each district has been

given to all District chairmen or secretaries, weather and health permitting.

The participation in our clubs improved during the year, but at Christmas time it was exceptional.

Local 18 is once again holding Labor History classes, and I encourage all Club members to attend and take a friend or relative with you. We must spread the word that working union has great advantages over working non-union.

Club members are always looking for ways to improve our meetings, so if you have one make sure your chairman knows about it. Each one of us knows some union members who are not active in our Club, and I encourage each of you to let them know how the meetings keep you informed both in union and retiree activities.

At the last meeting in Toledo, I saw a member show up for the first time. He was at the back of the room talking it up and laughing with members he had worked with years before, having a good time. That is what it is all about.

## Safety report

*continued from page 7*

are provided to protect persons from fly rock. Allow at least 15 seconds after a blast for any fly rock to drop. Ensure blasting and fly rock areas are properly calculated to ensure the blast site is clear of all persons.

On April 11, 2016, a 61-year old dozer operator with 18 years of mining experience was fatally injured at a surface titanium ore mine. He had been leveling the haul roads into the pit with the dozer and was found lying approximately 30 feet in front of the dozer. The investigation by MSHA revealed that the parking brake was not set, the drive was in neutral, the blade of the dozer was eight inches off of the ground and the dozer was found at the bottom of an incline.

With this information, the investigators concluded that the operator attempted to exit the cab. While doing so, the dozer started to track backwards in neutral dragging the operator between the cab and the track. The machine then tracked over him and continued down the slope to rest at the bottom 30 feet away.

*continued on page 20*

## New USDOT report reveals America's \$926 billion infrastructure need

Just prior to leaving office, U.S. Transportation Secretary Anthony Foxx announced that a new report on the state of America's transportation infrastructure, "2015 Status of the Nation's Highways, Bridges and Transit: Conditions and Performance," confirms that more investment is needed not only to maintain the nation's highway and transit systems but to overcome a nearly trillion-dollar investment backlog.

"We have an infrastructure system that is fundamental to the nation's economic health, and it needs greater attention and resources," said Secretary Foxx. "Improving our nation's roads, bridges, and transit helps create jobs, connects communities and ensures that our nation is equipped for the future."

He added that the Congressionally mandated report confirms the projections outlined in "Beyond Traffic," a U.S. Department of Transportation study issued in early 2015 that examined the challenges facing America's transportation infrastructure over the next 30 years, such as a rapidly growing population and increasing freight traffic.

The new report – commonly known as the "Conditions and Performance" report – identifies an \$836 billion backlog of unmet capital investment needs for highways and bridges, or about 3.4% more than the estimate made

in the previous report. Addressing the growing backlog – while still meeting other needs as they arise over the next two decades – will require \$142.5 billion in combined transportation spending from state, federal and local governments. In 2012, the most recent year in which the report's data were available, federal, state and local governments combined spent \$105.2 billion on this infrastructure – 35.5% less than what is needed to improve highways and bridges.

"The case for more investment in our nation's transportation system is clear," said Federal Highway Administrator Gregory Nadeau. "A strong transportation system will make businesses more productive and freight shippers safer and more efficient while improving America's quality of life."

**The report found that between 2002 and 2012:**

- The percentage of structurally deficient bridges decreased from 14.2% to 11%.
- Road quality improved, with the share of travel taking place on smooth pavement increasing from 43.8% to 44.9%.
- Delays in traffic cost the average commuter more time than ever, with an estimated 41 hours of delay per year in 2012, up from 39 hours in 2002.

## It's a myth union membership can be required for N.H. job

*(From the Laconia NH Daily Sun)*

**To the Editor:**

The New Hampshire Senate began its 2017 session by introducing a right-to-work bill SB11-FN, one of newly inaugurated Gov. Chris Sununu's legislative priorities. Right-to-work is wrong for the Granite State.

The label of right-to-work sustains the myth that union membership is required to work in a business in which a union acts as the bargaining agent for employees. Under federal law, no one can be forced to join a union as a condition of employment or pay dues for political purposes.

Proponents argue that right-to-work will lower labor costs and encourage businesses to move to New Hampshire. The non-partisan Economic Policy Institute has found that wages in right-to-work states are lower than in non-right-to-work ones and that workers in the former are less likely to have employer-sponsored health insurance. The Bureau of Labor Statistics reports that workplace deaths are higher in right-to-work states. Right-to-work may lower labor costs by depriving

unions of the funds to be effective advocates for workers, union and non-union alike.

There is no evidence that right-to-work legislation attracts new businesses to a state.

The New Hampshire unemployment rate of 2.7 percent is the lowest in the U.S. leading consequently to a shortage of qualified applicants for many job openings. Right now the state needs more workers for its current businesses. New Hampshire's population growth for 2010-2015 was only 0.2 percent while the percentage of working adults has decreased. The Granite State is tied with Maine for the oldest median age in the U.S. of 42.8 years. The national median is 37.8 years.

While no other New England state has enacted right-to-work, all have higher minimum hourly wages (\$9-11) than new Hampshire's \$7.25 per hour. Our Legislature should be working on ways, including increasing the minimum wage, to attract young people to the state and keep them here – not an ineffective and wage-lowering right-to-work legislation.

**Margaret Merritt**



## District 3 *continued from page 3*

take three years to complete. George Igel has all the site work and is excavating two shafts at the launch site. Capitol Tunneling has a 120-foot long by 12-foot diameter hand dug road bore on the project.

Elsewhere throughout Columbus, Danbert is working for AEP on electrical upgrades to duct banks and vaults. Danbert is also installing water lines and doing some street reconstruction off of Hudson St. for the city of Columbus.

In downtown Columbus, S.G. Loewendick is busy demolishing some of the older buildings for Lifestyles Communities. The developer's plans are for construction of a 10-story building with retail shops and residential living above. Children's Hospital is adding three new offices and a parking garage. One office building on Lexington Ave. is already under construction, as is the parking garage with McDaniel's doing the site work and Maxim Crane Works setting the steel.

Elsewhere downtown, Igel is on a parking garage project at COSI that, when finished, will have two parking levels underground and a park on the surface. Igel has 880 sheets of piling to drive before it can excavate the necessary 35 feet for the garage.

The outlook for work in Franklin County is incredible with several large projects to bid out plus ongoing work that will resume in late winter.

Complete General is on site for the Cherry Valley interchange in Granville. This has been a fast-paced project that started in the fall of 2015, with the moving of 240,000 yards of dirt and a widening of S.R. 16. A new bridge is being added, as are entrance and exit ramps that connect Cherry Valley Rd. to S.R. 16. Subcontractors include Shelly doing the paving, John K. Leohner doing the seeding and Lake Erie on the signs, fencing and guardrail.

Igel is also very busy in and around downtown Newark, where it is installing more than 20,000 feet of combined storm and sanitary sewer pipe. Subcontractors include Complete General doing the electrical work and Kokosing doing the paving.

Shelly & Sands is at work on the U.S. Rt. 33/Winchester Rd. interchange in Carroll, west of Lancaster, building several new bridges and removing the traffic signal which should make the morning commute much easier for many.

Igel is also rebuilding a dam in the Hideaway Hills community in Hocking County. When completed the dam will feature a much larger spillway.

In New Albany, Trucco is adding entrance and exit ramps at S.R. 161 & Mink St., as well as new sewer lines. It is also widening Mink St.

Compressor station work this past year kept many Operating Engineers busy. Price

Gregory is building a station in the Ashville area with the help of subcontractors Beaver Excavating, Forest City Erectors, Lear West, Lunda, Ohio CAT, Babcock Fence, Capital City Crane and All Crane.

Compressor work in Philo has newly signed Jones-Blythe as the contractor. Work on several culverts in the Southeastern Ohio area along state routes 13, 93 and 550 really has Parker's workers staying busy.

Howard Concrete Pumping is working in the Nelsonville area grouting voided mine shafts.

Ohio Bridge and LMS are working on a bridge demolition and rebuilding a new bridge on S.R. 555.

In Circleville, Berkel is working on an estimated 5,000 holes, each to be drilled at a depth of 40 feet, on the site of the new Sofidel tissue plant. It has three crews working to accomplish the job as quickly as possible. Richard Goettle is on the same job with other contractors Capital City and Baker Concrete.

Newly signed Spirtas is doing the demo work at the old Pickaway County power plant.

National Lime & Stone moved its stone plant operation and is moving quickly to get its operation up and running along the U.S. Rt. 23 corridor.

In Gallia County, Entact Environmental Services anticipates employing approximately 25 operators by summer on the fly ash pond closure at the Gavin power plant. Duke & Duke currently has six operators working in the refined coal facility at the plant.

Mid-State is hauling the ash into the plant's old landfill, while Beaver Excavating is working on the expansion at the Gavin Landfill and hauling the ash from the Kyger Creek power plant to its landfill.

Shelly will be resurfacing S.R. 141 from the Lawrence County line east to S.R. 233 this spring.

In Lawrence County, Shelly & Sands has a slip repair project on S.R. 243. Southern Marine has been working on a new barge docking facility at South Point. Brayman Construction will be demolishing the old Ironton-Russell Bridge.

Alan Stone has a slide repair on S.R. 217 and Allard Excavating will be paving S.R. 93 when the weather breaks this spring.

Buds is replacing old curb, gutter and sidewalk in various areas of Jackson in Jackson County.

In Meigs County, Shelly will be doing preventive maintenance on S.R. 681 when weather permits this spring. Alan Stone has a slide repair on S.R. 124 at mile marker 53.33.

In Pike County, Double Z has a bridge replacement on Watson Rd. Geiger Brothers, DKM, Wise Construction and Portsmouth Construction Services are all working on various projects at the A-Plant. Allard Excavating has a culvert replacement on C.R. 69.

George Igel has a slip repair on U.S. Rt. 50 in Ross County and Shelly will be resurfacing two lanes of S.R. 159 in the county this summer.

It has been very busy in Scioto County with Beaver Excavating, John R. Jurgensen, Lake Erie Construction, Hill Top Energy, Senex, Follow the River, Skeens Excavating and McKinney Drilling all working at the Portsmouth Bypass.

Parker has a culvert replacement job on S.R. 327 in Vinton County.

Scholarship applications are out. This is a great program, so please utilize it. Applications are due in to the Fringe Office by April 1.

The training schedule is out, and now is an ideal time to enhance your skills or re-certify.

Our deepest sympathy to those who have lost loved ones and best wishes for speedy recoveries to all who are sick.

Special thanks to the members for their support and attendance at the monthly meetings, and to all of our retirees for their continued support.



**FOUNDATION work on a parking garage in Grandview Heights is being handled by Helitech.**

# Districts recognizes members' longevity

## 40-year



*DISTRICT 1 members for four decades are (l-r) Rich Chipka, Jr., Mike Campolieti, David Hess, Dennis Hosler, Ray Pavey, Jr., Mike Rodgers and James Uhler.*



*DISTRICT REP Greg Greenlee presents D-3's Tommy Bentley his 40-year pin.*



*NEW District 6 40-year members include (l-r) Dan Ballentine, Richard Barboza, Demetrius Hardaway, Ron Hiner, Joseph Rante and David Rouech. District Rep Joe Casto is in back.*

## 25-year



*REPRESENTING a quarter of a century with Local 18 are D-6 members (l-r) Andrew Zollinger, Dave Stormer, Mike Stoffer, Tara Maroney, Jeff Campbell, Greg Crouso and Tom Kelly. District Rep Joe Casto is in back.*



*RECEIVING his 25-year pin from D-1 District Rep Tom Perevosnik is John Costa.*

## NOTICE

Pursuant to Executive Board resolution of October 22, 2016, be advised that Nomination Petitions for the 2017 General Officers Election will be available in all district offices on Monday, April 3, 2017.

*Additional D-1 photo on page 11*



## 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.

## New FHWA rules aim to improve performance of nation's highway system

The U.S. Department of Transportation's Federal Highway Administration (FHWA) has released two final rules outlining new performance measures to improve the condition of the nation's roads and bridges and assess travel reliability, congestion and emissions at a national level.

The rules call for states to account for air quality improvement by establishing performance targets, and greater transparency and accountability in setting and achieving performance targets for several key measures of highway performance, including pavement and bridge condition and travel reliability.

"Deteriorating and congested roads and

bridges in our nation must be addressed head on, and today's actions help us do exactly that," said U.S. Transportation Secretary Anthony Foxx. "These rules will play an important role in reducing travel delays and air pollution, and also improving infrastructure quality, giving the American people a better travel experience."

"These new rules will improve the information available to state departments of transportation to help them focus their planning and programming decisions," said Federal Highway Administrator Gregory Nadeau. "Overall, they are about targeting investment decisions more strategically and evaluating their impacts."

The rules are expected to bring about greater accountability nationwide in addition to more consistency in data collection and analysis and more comprehensive practices.

## 25-year D-1 members



**QUARTER CENTURY** members from District 1 are (l-r) Dale Parnaby, Kevin Lukitsh, Don Carroll and Mike Dillon.

## NOMINATION PETITION NOTICE: GENERAL ELECTION

Article XIII, Section 12 of the Local Union Bylaws states that at the June District Membership meeting candidates for the office of Business Manager, President, Vice President, Recording-Corresponding Secretary, Financial Secretary, Treasurer, Trustee, Auditor, Conductor, and Guard, must each secure on nomination petitions provided by the Election Committee, the signatures of a minimum of 200 members or the signatures of two percent (2%) of the entire membership whichever is less.

To be eligible for nomination to the position of Executive Board at the June District membership meeting Executive Board candidates must each secure on nomination petitions provided by the Election Committee, the signatures of a minimum of 200 of their respective District members or the signatures of two percent (2%) of their respective District membership whichever is less.

Pursuant to Executive Board Resolution, October 22, 2016, nomination Petitions will be made available by the Election Committee at the respective District offices on and after Monday, April 3, 2017.

In order to assure the validity of petition membership signatures, the signing member must place either their registration number or the last four digits of their Social Security number on the petition. Signatures without either a registration number or the last four digits of the Social Security number will not be counted as a valid signature.

The Nomination Petitions must be submitted to the chairman of the District membership meeting at the time of nomination at the June District membership meeting.

## Scholarship period

The scholarship period begins January 1, 2017 and will run until April 1, 2017. A member must be eligible for Local 18's Health and Welfare Plan in order to qualify for a scholarship.

Qualified dependents also may be eligible for scholarships if they meet the requirements established by the Board of Trustees of the Education and Safety Fund.

Scholarship applications can be obtained from any Local 18 district office or from the Fringe Benefit office in Columbus. Telephone number there is (614) 488-0708 or toll free (800) 282-1767.

## Local 18 Calendar

### Retiree Calendar

*continued from page 1*

#### FEBRUARY continued

- 16** Dist. 2 (No mtgs. until March)
- 22** Dist. 4/5 (No mtgs. until April)
- 23** Dist. 1 mtg.

#### MARCH

- 16** Dist. 2 (Meetings resume)
- 22** Dist. 4/5 (No mtgs. until April)
- 22** Dist. 6 Board mtg. –  
D-3 Union Hall, 10:30 a.m.
- 23** Dist. 1 mtg.

February and March training schedule appears on pages 6 & 7.



## Flu season approaching peak

Flu season is in full swing and it's starting to look like a severe one, according to U.S. health officials.

That's why they're urging that the most vulnerable – the very young, the elderly, the chronically ill and pregnant women – get their shots before it's too late.

"We are still a few weeks (February) from the peak of flu season, and then there's the second half of season to go," said Lynnette Brammer, an epidemiologist with the U.S. Centers for Disease Control and Prevention. "I would be surprised if this was the peak."

The prominent strain this time around is H3N2, which often signals a severe season that hits the oldest and youngest the hardest, she said.

"Not all H3 years are severe years, but a lot of the severe years are H3 years," Brammer said.

Influenza H1N1 and influenza B viruses are also circulating throughout the country, she added.

Although the height of the flu season is approaching, it's not too late to get vaccinated. "It's not uncommon to see a second wave of influenza B go through after the wave of A," Brammer noted.

This year's vaccine contains all the circulating viruses, she said, but the vaccine may be less effective against predominant H3N2 virus.

"We would all like to have a better vaccine, but vaccine is still the best way to protect yourself against flu," Brammer added.

If you get vaccinated and still catch the flu, it may be milder than if you weren't vaccinated, she explained.

If you do get so sick with the flu that you're hospitalized, there are antiviral drugs that can help.

Tamiflu and Relenza are effective if taken early. That's particularly important for high-risk individuals, such as the elderly and people with chronic conditions, such as heart and lung disease, according to the CDC.

The heaviest flu activity is along the east and west coasts, but it's also circulating in the center of the country. "Flu is everywhere," Brammer said.

So get the shot soon, because it can take several weeks to produce enough antibodies to give you maximum protection, the CDC noted.

Most years, the vaccine is between 40% and 60% effective, according to the CDC.

In a typical flu season, flu complications – in-

cluding pneumonia – send more than 200,000 Americans to the hospital. Death rates linked to flu vary annually, but have gone as high as 49,000 in a year, according to the CDC.

Hospitalizations for flu are continuing to increase with the highest rate among the elderly, Brammer said.

The CDC recommends that anyone aged 6 months and older get a flu shot. Besides the elderly and the chronically ill, pregnant women also fall into the high-risk group in need of vaccination.

Also, mothers of newborns need a flu shot to help protect their infants, who can't be vaccinated until they're 6 months old.

One recent change in guidelines is that the nasal spray vaccine is not recommended because it's less effective than a shot.



**NOT PART OF THE CURRICULUM**, but second year apprentice Kyle Peters showed his skid steer skill in the snow at the Richfield training center.



**Not Feeling Well? Suffering from the Flu, Bronchitis or Strep Throat?**

Doctor consultations have never been more convenient. Now you can have live, on-demand visits online or by phone 24 hours a day, 7 days a week at NO cost to you.

Amwell is just a few clicks away! Visit <https://amwell.com/> or download the app on your smart phone. Be sure to use the service key: OOE



# Why unions must strike

**"The single largest massacre . . ."**

In August, 1897 – almost 120 years ago – what has been termed the "single largest massacre of American workers in the 19th century," took place in a small town in Pennsylvania.

Yet it took almost eight decades for a small memorial to be placed at a nearby crossroads where 19 striking miners had been killed. **Shot in the back!**

In the late 1800s people in many parts of the world decided to leave their homes and immigrate to the United States. They came for a variety of reasons, but between 1870 and 1900, nearly 12 million immigrants arrived in this country.

The bulk of these immigrants, 2.5 to 4 million, were Italians, Greeks, Hungarians, Poles and others speaking Slavic languages.

The overwhelming majority of the immigrants consisted of young men of working age who planned to spend only a few years in this country and earn enough capital to return home and return to their farming life.

By the 1890s, Pennsylvania's anthracite coal fields were heavily populated by southern and eastern Europeans. Anti-immigrant sentiment was widespread against these "foreigners" who refused to accept passively low wages, dangerous work and miserable living arrangements offered to them by employers.

But in order to earn money, instead of moving into agriculture in line with their traditions, these young men went to work in the coal mines and steel mills. They felt only in heavy industry did they have a chance to collect enough money to be able to fulfill their goals and return back to the "Old Country."

At the same time, mine owners needed a work force that would produce coal as cheaply as possible. Miners were paid according to how much coal could be produced, not how many hours they worked.

For a couple of decades, labor tensions in the state's anthracite coal fields were comparatively quiet. But in 1897 they began heating up again. (It's important to note that the Panic of 1893, a very serious economic depression, was just easing up in 1897.)

In the summer of 1897, in the heart of Pennsylvania coal mining country, the Hazelton Evening Standard offered an editorial warning: "The day of the slave driver is past and the once ignorant foreigner will no longer tolerate it."

The warning didn't seem to have any effect. In August, the Honey Brook division of the Lehigh and Wilkes-Barre Coal Company laid off workers at its strip mines, cut the pay of remaining employees and raised fees for workers living in the area's company towns.

Those seem to be standards for a strike.

This one had quite a different underlying reason.

In addition to the above changes, the company consolidated its mule stables, requiring teenaged mule drivers to travel much further each day to pick up their mules – time for which they were not compensated.

Mules were used almost exclusively to pull coal cars before mechanized vehicles. Large horses were too expensive and too large to maneuver in the mine's tight quarters. Unfortunately, most mining companies valued the mule's life over that of a common mine laborer. At one time, a trained mine mule was worth \$200. Miners, if lucky, might average 75 cents a day, working seven days a week. Easier – and cheaper – to replace a miner than a mule.

That was the start. A scuffle between a supervisor and some teenaged drivers led to walkouts by 25-35 of these drivers, followed by strip miners as well as underground coal miners, and by August 16 nearly 2,000 workers were on strike. Almost all of the miners joined the United Mine Workers on August 18, and within two days most of the mines in the region had closed due to the spreading strike.

Many Slavic miners had not joined the UMW, primarily because of ethnic discrimination exhibited by English-speaking and American miners. By being shamed with such derogatory terms as "hunky" or "bohunk," they didn't join the union until the UMW called for a 15% wage increase. At that point they joined.

On August 23 the "first" strike ended after the company agreed to pay overtime, bring wages up to the national average, allow miners to see their own doctors when injured and no longer force miners to live in company-owned housing.

When the new pay rates were announced a few days later, only a limited number of workers received raises. Management did agree to treat Slavic workers more fairly, but reneged on their other promises.

The strike resumed!

On September 3, three days before Labor Day that year, 3,300 workers closed down four mines.

The mine owners' private armed force, the Coal and Iron Police, were too few to handle the strikers, so owners called for help from Luzerne County Sheriff James F. Martin. The sheriff created a posse of about 100 English and Irish citizens to prevent any further disruptions. He armed them with new Winchester rifles, metal piercing shells and buckshot. That may have been the wrong move. Within five days, 8,000 to 10,000 miners were on strike.

On September 8, mine owners demanded the sheriff of Schuylkill County arrest several thousand miners who had forced another mine to shut down, but he refused.

Sheriff Martin of Luzerne County didn't refuse.

On September 10, about 300-400 unarmed miners, most of them eastern Europeans, raised an American flag and marched toward Lattimer to support the newly formed UMW union at the still-open Lattimer mine. Although told to disperse, they kept marching. (See photo)

Sheriff Martin and his deputies were waiting. In fact the deputies had spent most of the morning joking about how many miners they would kill. While on a streetcar headed for Lattimer with the sheriff and his comrades, one deputy was overheard saying, "I bet I drop six of them when I get over there."

*continued on page 17*



**LEADING hundreds of unarmed immigrant miners toward Lattimer before being fired on.**



# District 3 members busy throughout the area



*ALL-CRANE setting up for night work in Columbus.*



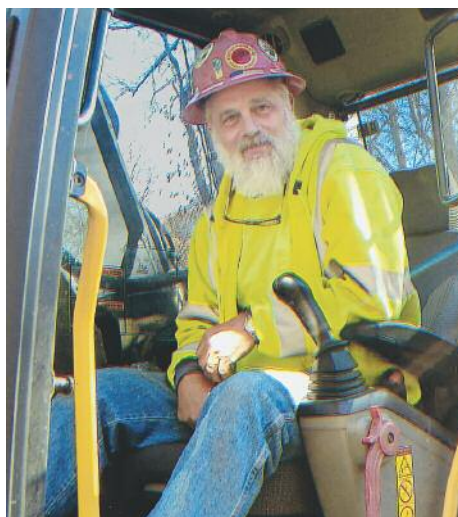
*WORK in Delaware County is keeping Justin Small (above) busy for Mr. Excavator and Thurman Green (below) for Double Z Construction.*



*ON THE JOB for Beaver Excavating are Heather Smith (above) at the Kyger Creek landfill and Jason Shaffer (right) at the Portsmouth Bypass.*



*IN ATHENS COUNTY Myron Jones is on the job for Geiger Brothers.*



*ELSEWHERE in Athens County, Garry Belknap is working for Turn-Key Tunneling.*



*WORKING for Universal Drilling in New Albany is Eric Brown.*



## Clark County, ODOT seek federal money to move up I-70 widening

The Ohio Department of Transportation has made a grant application for \$31 million in federal transportation money to move up the I-70 widening between U.S. Rt. 68 and S.R. 72.

The \$52 million project is currently scheduled to begin construction in July, 2019.

The 3.46 miles of the roadway from U.S. Rt. 68 to Ohio 72 remains two lanes in both directions of I-70. The second phase of the U.S. Rt. 68 project includes adding a lane in the east- and westbound lanes from U.S. 68 to Ohio 72, redoing the existing four lanes and replacing six bridges.

The improvements will reduce congestion for trucks hauling freight and improve traffic safety issues, ODOT Planning and Engineering Administrator Matt Parrill said. The district also has work to do to maintain the current infrastructure, he said. Aging bridges along I-70 need repairs, Parrill said. The project will allow several bridges to be replaced, he added.

"From my perspective, its system condition at a local level, but from a regional and nationwide level, it's creating a continuous six-lane section for the truck traffic," Parrill said. "It's a change for now."

If the federal application for a U.S. Department of Transportation FASTLANE grant is approved, it's unclear how soon construction would begin, Clark County-Springfield Transportation Coordinating Committee Director Scott Schmid said.

"It will move the project forward, it's just a matter of how fast," he said.

The \$18 million Phase 1 of the project from Enon to U.S. Rt. 68 was completed in the fall of 2015. A third lane was added in each direction in the 3.8-mile stretch of I-70, which took nearly a year-and-a-half to complete.

ODOT applied for a similar a grant last year, but was not selected, Parrill said. It is submitting an updated application during this round, Parrill said.

"It's very competitive, but it's an opportunity to jump ahead of the existing (schedule)," Parrill said. "We're going to take every opportunity for these programs when they come along. If we qualify, we're going to apply."

The \$5 million design for the project has already been completed, Parrill said, meaning it can move forward as soon as funding is in hand. It was chosen by state ODOT leaders as a project worthy of FASTLANE money. If approved, ODOT will need to find \$20 million in funding to complete the project. They hope to get the money through the Transportation Review Advisory Council (TRAC) or district allocations, he said.

"They do know that if we do receive it, it's not the full amount," Parrill added. "They would have a financial plan to bridge the gap."

The Springfield City Commission, Clark County Commission and the Chamber of Greater Springfield are also expected to write letters of support, according to Schmid.

Springfield is the lone two-lane area where traffic bottlenecks in a 40-mile stretch between Dayton and Columbus, Clark County Commissioner John Detrick said.

"The economic impact is just phenomenal," Detrick said.

## Chao

*continued from page 5*

to find ways to expedite the process of making repairs and building new constructions and decreasing the regulatory burdens when appropriate," Chao wrote. "With or without a new infusion of funds, it is necessary to look at the existing processes for infrastructure development and find more efficient ways to address bottlenecks in planning and permitting.

Finally, she said that "with so many needs everywhere in the country, a big challenge will be to strive for equity between urban and rural areas, among different modes of transportation, and other competing but equally deserving stakeholders."

## Rockies Express Pipeline gains FERC permission

Late in 2016, the U.S. Federal Energy Regulatory Commission (FERC) granted Rockies Express Pipeline LLC permission to place part of its Zone 3 Capacity Enhancement project in Ohio and Illinois into service.

FERC said Rockies Express could put into service compressor stations at Washington Court House and Chandlersville in Ohio and St. Paul in Indiana.

Rockies Express has said it will request permission to place the rest of its 0.8 billion-cubic-feet-per-day enhancement project into service at a later date.

REX built two new compressor stations in Ohio (Pickaway and Fayette counties) and one in Indiana (Decatur County) to support this

project. The Columbus compressor station is in Pickaway County, about four miles east of Ashville, east of Township Highway 84. The Fayette County compressor station is in Washington Court House, west of U.S. Rt. 35 NW in Jefferson Township.

Each new station will house compressors that boost gas pressure and move the gas efficiently through the pipeline, monitoring equipment to ensure safe operations and an office for personnel staffing the station. In addition to building the new stations, the company added compression at its existing Chandlersville station in Muskingum County and upgraded its Hamilton facility in Warren County.

## IMPORTANT BYLAWS NOTICE: ELECTION COMMITTEE ELECTION

### ARTICLE XIII ELECTIVE OFFICERS: NOMINATION AND ELECTION

#### Section 10

The election of Officers, Trustees, Auditors, District Executive Board members, Conductor and Guard shall be conducted by an Election Committee composed of two (2) members elected from each of the Districts of the Local Union, plus a Chairman appointed by the Business Manager. The members of this committee shall be nominated and elected by secret ballot at the regular District membership meetings in the month of March in each election year. No member may serve as a member of the Election Committee while he or she is an officer, delegate or alternate candidate to the International Convention, or a candidate for any office.

In order to be elected to the Election Committee a member must be in good standing, working at the trade with an employer under contract with the union, or actively seeking work at the trade through Local 18's referral system and shall not be retired at the time of nomination, election, or during the term of service as a member of the committee, and in addition, the district he/she is nominated to serve must be his/her home district (district where their membership records are held) and must have been continuously registered or referred to work from that district for one (1) year immediately preceding the election. Should a vacancy on the committee occur by reason of retirement or any other reason, the vacancy shall be filled from the district in which the vacancy occurred through appointment by the President.



# District 6 members not affected by cold weather



**DOZER OPERATOR** Glen Adkins working for Integrity-Kokosing Pipeline Services in Belmont County.



**DISTRIBUTION** project is keeping Craig Hutchison (left) and Webster Marshall and Rick Dawes (above) busy for Don Wartko.



**WORKING** for Otis Eastern in Belmont/ Monroe counties is Cogar Right-of-Way.



**LOCKHART** job site has Marc Kahn on the job.



**S.R. 14 Lake Rockwell bridge** project is keeping Norm Obermeyer, Jr. and Dalton Carpenter (both D-1, above) and Mark Cypriak and Kevin Antal (both D-1, below) busy for Ruhlin.



**OPERATING** a hoe for Mid Ohio Contracting is Ryan Mulheman on a job for MarkWest in Belmont County.





## Why unions strike *continued from page 13*

When the demonstrators reached Lattimer in mid-afternoon, they were met by the sheriff and 150 of his armed deputies. The sheriff ordered them to disperse and then attempted to grab an American flag out of the hands of the lead marcher.

When the flag bearer held tight, the police opened fire on the unarmed crowd. Nineteen miners were killed and anywhere from 17-49 others were wounded. All had been shot in the back, and several had multiple gunshot wounds which indicated they had been targeted.

The immediate result was mob rule in the area. Sheriff Martin phoned for help and 2,500 members of the Pennsylvania National Guard were dispatched to restore order.

Funerals of the slain marchers drew crowds of up to 8,000 people, and newspapers expressed shock and outrage at the "butchery" and "carnage." The New York Tribune declared, "Strikers March to Death," and in Pittsburgh's Slavic newspaper, the headline read "Massacre of Slavs – in the Freest Country Under the Sun – People are Shot at Like Dogs."

Another paper noted that "if the strikers in the Hazelton region were of the English-speaking class there would have been no bloodshed."

A day after the killings, local Slavic community leaders held a rally to try to calm workers, raise money to provide for the families of those killed, and seek the prosecution of Sheriff Martin and his deputies.

On September 12, bitter miners began a search for Lehigh and Wilkes-Baer Coal Company mine superintendent Gomer Jones. It was a search in vain, but miners did destroy his home when they couldn't find him.

The chaos wasn't over yet.

On September 20, a group of Slavic women, armed with fireplace pokers and

rolling pins, led about 150 men and boys in an attempt to shut down the McAdoo coal works, but was turned back by the arrival of National Guard troops.

Sheriff Martin and 73 deputies were arrested and put on trial. They claimed the marchers had refused to obey an order to disperse and were charging toward the sheriff and his deputies.

In formal testimony, one witness said, "I was with the strikers when the shooting occurred. When we approached the Sheriff he walked to the middle of the road and told us to stop. Some few of the men went forward, and then I heard two volleys from the deputies. None of the strikers was armed. I was shot in the right arm and as I started to run I was shot in the right leg, the ball entering from the back and coming out in front."

In spite of medical evidence that proved all the strikers had been shot in the back, the sheriff and his deputies were acquitted, similar to many of the judicial results that have been reported in this series.

The massacre did create a sense of unity among the immigrant miners in the anthracite coal fields, and in four months, 15,000 miners joined the United Mine Workers of America.

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



**ORIGINAL CAPTION** read "Firing on the miners. An accurate view of the field where the tragedy took place."



**ORIGINAL PHOTO** from 1897.

## Companies plan gas-fired electric power plant in Guernsey County

Two companies plan to build a natural gas-fired electric power plant in eastern Ohio, starting in early 2018.

Apex Power Group and Caithness Energy L have filed what's known as a pre-application letter with the Ohio Power Siting Board to construct a 1,650-megawatt combined-cycle plant in Guernsey County. Construction would begin in the first quarter of 2018 and operations in the third quarter of 2020.

Called the Guernsey Power Station, the plant would generate enough electricity to power about 1.5 million homes, according to the project's website. It would be supplied with gas from the Rockies Express pipeline, one of the biggest pipelines in the U.S. that stretches from Colorado to eastern Ohio.

The plant will be built in Valley Township in the southern part of Guernsey County, which like other eastern Ohio counties is home to most of the state's Utica shale oil and gas development.

California-based Apex has developed two gas-fired plants in California and is building another in Texas. New York-based Caithness is an independent power producer that has held interests in more than 40 wind, solar, natural gas and geothermal power projects in the U.S.

There are quite a few gas-fired plants in development across Ohio, all funded by private developers. Power customers do not pay for their development.



# Shop members getting ready for the work season

## District 1



*WORKING for WW Williams are (l-r) Thomas Tomes in Cleveland and Josh Wilson in Hubbard. (Right) Ross Erbacher working for Ohio CAT PSD in Cleveland.*



## District 3



*OHIO CAT employees in Columbus are (l-r above) Jeff Cashon and Mike Bishop. (Right) Dustin Reynolds working for Columbus Equipment in Columbus.*



## District 6



*WORKING for Ohio CAT in Cadiz is Albert Angle.*

**Be sure to  
stay warm  
and safe  
this winter.**

# Start of Rover Pipeline near – hopefully

Rover Pipeline is a new interstate natural gas project proposed to transport 3.25 billion cubic feet per day (Bcf/day) of domestically-produced natural gas to markets in the Midwest, Northeast, East Coast, Gulf Coast and Canada, with direct deliveries to Ohio, West Virginia, Michigan, and into the Dawn Hub in Ontario, Canada which has a broader network of distribution points back into the U.S., the Northeast and into the Canadian market.

The approximate \$4.2 billion pipeline will gather gas from processing plants in West Virginia, eastern Ohio and western Pennsylvania for delivery to the Midwest Hub near Defiance, Ohio, where roughly 68% of the gas will be delivered via interconnects with existing pipelines in Ohio and West Virginia for distribution to markets across the U.S.

The remaining 32% of the natural gas will be delivered to markets in Michigan via an interconnect near Livingston County, Michigan with the existing Vector pipeline, which has established delivery points to local distribution companies and the vast Michigan storage fields throughout the state.

**Rover will provide a long-term, reliable supply of low-cost natural gas to the Ohio and Michigan regions.** As the eighth and ninth largest U.S. consumers by state of natural gas respectively, Ohio and Michigan

are largely dependent upon out-of-state production to meet their supply needs. Pipelines that once brought gas to the Midwest from the Western U.S. and South (like many of today's existing pipelines) are not currently connected with abundant U.S. Marcellus and Utica gas. Rover is a critical link to make new low-cost natural gas supplies available to Ohio and Michigan consumers over the long-term.

**Rover will employ new advanced pipeline technology to ensure safety and reliability.** Pipelines are the safest mode of transporting natural gas, according to statistics from the U.S. Department of Transportation. But there are always opportunities to improve on that record. Today's natural gas pipelines are designed to exceed stringent federal safety standards. Rover will be built and operated using the most advanced tech-

nology and monitoring systems to make it even safer.

The most immediate concern of Rover's developer's focus is on the roosting habits of the Indiana bat (an endangered species) and the northern long-eared bat (a threatened species – species on their way toward being endangered).

As it turns out, during the warmer months these creatures like to rest or sleep under the exfoliating bark of dead or dying trees, including many along 511 miles of Rover's route. The developers have committed (as part of the federal environmental review process) to clearing trees only between October 1 and March 31 in Pennsylvania, Ohio and Michigan, and between November 15 and March 31 in West Virginia, which means the clock is ticking to get all 3,000 acres of the needed tree-clearing done prior to April Fool's Day.

## Attendees at statewide shop stewards meeting



## IN MEMORIAM

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

Gene Flickinger (D-6)	Oct. 26
LM Thomas Hayes (D-3)	Nov. 1
LM Kenneth Speicher (D-6)	Nov. 2
LM Howard Wilson (D-1)	Nov. 12
LM Ray Weyand (D-6)	Nov. 17
LM John Kelley (D-1)	Nov. 18
LM John Bircher (D-6)	Nov. 23
LM James Adkins (D-4/5)	Nov. 25
LM Nelson Baughman (D-2)	Nov. 29
Ernest Johnson (D-4/5)	Nov. 29
David Mellotte (D-4/5)	Dec. 1
LM Edwin Jackson (D-6)	Dec. 4
John Gordon (D-6)	Dec. 13
LM Earl Kreger (D-6)	Dec. 15
LM George Tokos (D-6)	Dec. 17
LM Samuel Evans (D-4/5)	Dec. 19
Charles R. Smith (D-6)	Dec. 19
LM John Steinhauer (D-3)	Dec. 23
LM Daniel Deats (D-2)	Dec. 25
LM Rufus Gehman (D-6)	Dec. 26
LM Jackie Parsons (D-3)	Dec. 26
Michael Kelly (D-6)	Dec. 28

## 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.



# Buckeye Engineer



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## Survivor, pension benefits go to 21

Survivors of three Local 18 members have qualified for death benefits and 18 members have qualified for retirement benefits. They include:

### District 1

Andrew C. Fetzer (early retirement); Edward L. Davis, Jimmy DiVincenzo and Luciano Saralli, Joint & Survivor (early retirements); William E. Balazs and Jeffrey D. Dobbins, Joint & Survivor (normal retirements) and Carlos J. George (death).

### District 2

Donald A. Bell and Dennis J. Lucius (early

retirements); Dennis W. Heckerd and Ulyess Williams, Jr., Joint & Survivor (normal retirements) and Jeffrey Deisler, Joint & Survivor (disability).

### District 3

David D. Corn and George M. Dible (normal retirements); Michael W. Kirby, Joint & Survivor (normal retirement) and Ronnie E. Morrison (death).

### District 4/5

Charles W. Howard (death).

### District 6

Steven R. Swihart (early retirement); Therese L. Bailey, Joint & Survivor (early retirement), and David L. Morckel and Jerry M. Smith, Joint & Survivor (normal retirements).

## Safety report

*continued from page 8*

This accident occurred in Starke, Florida.

To prevent this type of accident, set the parking brake and lower the blade to the ground before dismounting equipment. Do not depend on hydraulic systems to hold mobile equipment stationary.

I hope that these reports on fatal accidents will give us pause to think about our task at hand, and how to do it as safely as possible. The livelihood of our families and our union depend upon it.

**We hope  
to see  
YOU  
at  
our  
ANNUAL  
MEETING!**



The annual meeting of the Operating Engineers Federal Credit union will be held at noon on Saturday, March 4 at the Cleveland Headquarters office, 3515 Prospect Ave.

Please make plans to attend. There will be entertainment, door prizes and refreshments for children of all ages.