

Buckeye Engineer



Local 18 CALENDAR

- Jan. 1 – Scholarship application
- Apr. 1 period

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. Election of members to Local 18 Election Committee
- 15 Dist. 1 Info. mtg. – Ashtabula
- 15 Dist. 2 Info. mtg. – Lima (mtgs. resume in April)
- 18 Meeting of Local 18 Election Committee
- 20 Dist. 6 Info. mtg. – Guernsey County Fairgrounds

APRIL

- 3 Nomination petitions for 2017 General Officers election available
- 3 All Districts – Advisory Board mtgs.
- 10 All Districts – Membership mtgs.
- 12 Dist. 2 Info mtg. (mtgs. resume)
- 17 Dist. 6 Info. mtg. – Guernsey County Fairgrounds
- *18 Tax Filing Deadline (See end of calendar)
- 19 Dist. 1 Info. mtg.

RETIREE CALENDAR

MARCH

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

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REPORT TO THE MEMBERS

by Richard E. Dalton, Business Manager

The battle over Right-To-Work (RTW) ☠️ heats up in Ohio as West Chester Township attempts to initiate RTW in the township. Oddly enough West Chester Township just happens to be home to Americans for Freedom and Prosperity (AFP) and the Tea Party.

Local 18 members living in West Chester Township have been attending the council meetings to voice their displeasure against RTW ☠️. We thank and applaud our members for taking the time to voice their opinions.

People seem to forget that unions are voted into an employer and they are voted out of an employer by majority support of the employees, just like America is governed. School tax levies are voted in by majority support but everyone must pay them. City tax levies are voted in by majority but everyone has to pay them. Legislators, township trustees, etc. are voted into office by majority support of the voters, but once elected everyone must accept them as their representatives.

Proponents of RTW ☠️ say that people shouldn't be forced to join a union just to have a job. They say if unions do a good enough job people will want to join a union and pay dues. Maybe we should use this same RTW ☠️ philosophy with governing this state and country: citizens should have the right to opt out of paying taxes and if the city, county, or school does a good enough job people would want to pay those taxes.

This country was built by union members, OSHA was created because of unions, unemployment benefits were created because of unions, social security because of unions, wages are set by unions, and the list goes on



The RTW ☠️ battle is heating up.

and on, so why destroy what we spent a hundred years to accomplish? Is it because once unions are gone all those benefits go away? Billions of dollars are being spent across the USA to enact RTW ☠️ laws and unions make up 12% of the working population. Ask yourself WHY?

Keep Ohio's Heritage (KOH) is ramping up its efforts to educate the population that Right-To-Work ☠️ is BAD for the workers. Help us in the fight. Let your friends and family understand exactly what RTW ☠️ really is all about – weakening unions, lowering wages and eliminating your voice in the workplace.

The ODOT budget for 2017 appears to be about the same as last year, which means a good work season on infrastructure repair and replacement. ODOT letting currently shows numerous projects out for awards.

The pipeline work in the state is getting underway as the Leach Express was given the final go ahead in late January. The Rover, Nexus, and Utopia pipelines all may be underway by the time you read this article.

In January a new improved Local 18 website was introduced to be more user friendly, and with a more eye appealing layout. Check it out at OE18.org. Our existing site at www.iuolocal18.org will be transitioned into the new site soon.

Contract negotiations with the OCA and AGC are commencing. Once a tentative agreement is achieved, you will be notified and ballots will be mailed for your consideration.

As you return to work this season, take pride in your work, Be Safe, and assist your brother and sister Operating Engineers.



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

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Visit the website at local18training.net



LEADING a paving class at Cygnnet is Instructor Mike Henderson (third from left).

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.

Mild weather, a start to a good work season for D-4/5

The weather in January was far above average for an Ohio winter month. That led to an incredible amount of early recalls.

Several NMA projects and the ongoing work at the Gemma Middletown energy plant kept many Brothers and Sisters extremely busy well past the Christmas and New Year's holidays. ODOT lettings in the district look very promising, and so do water and sanitary sewer projects throughout the district.

Eagle Bridge is underway with a total demolition and rebuild of the Statler Rd. bridge which crosses I-75, in Piqua in Miami County. The company has replaced new center piers, and is working on new bridge abutments. Statewide Concrete was on site pumping concrete for the abutments.

Eagle Bridge will begin replacing the Troy Piqua Rd. bridge over I-75 in Miami County in early spring. Operators will be demolishing existing bridge abutments and piers. The company will then start driving H piles for the foundation. The company is also working on the Helena St. bridge over the Great Miami River in Dayton in Montgomery County. Demolition of the existing three-span bridge is complete. It has installed two 100-foot long by 24-foot wide coffer dams for removal and rebuilding of the bridge abutments.

On the Webster St. bridge over the Mad River in Dayton, Eagle Bridge is installing pre-cast panels on the sides of the new bridge. It will be slip forming 720 feet of concrete parapet walls on the bridge, then pouring new sidewalks.

In Shelby County, Miller Brothers Construction is underway on a dam replacement on Fort Loramie Lake. The company has installed two coffer dams to start on the foundations of the new spillway.

C.J. Mahan Construction has started work on the new Indian Lake spillway dam in Logan County. It has built a temporary causeway so it can install sheet piling for the new dam. The company will be demolishing half of the ex-

isting spillway, and starting on the foundation for the new dam.

Barrett Paving is getting underway with a road widening project on Austin Blvd. in Miamisburg in Montgomery County. This project will allow continuing traffic flow from eastbound Austin Blvd. to southbound S.R. 741. Welfle will be on-site in late spring milling asphalt. Security Fence will be installing new traffic lights along with new guard rails on this project.

Barrett Paving has begun replacing a water main on S.R. 66 in Fort Loramie, installing 3,500 feet of 12-inch PVC water main, including a 72-inch concrete culvert and new head walls. The project includes more than 5,000 feet of new storm drains, varying from eight to fifteen inches of SDR plastic, in addition to 30 new concrete structures.

Kokosing is working on I-75 South to the U.S. Rt. 35 West ramp, and will be installing 40 new 150-foot long steel I-beams this spring. The company will then start placing rebar for the new bridge deck.

Shook Construction is working at Sidney's wastewater treatment plant, installing 110 feet of 36-inch ductile iron pipe and a new vault. This piping will allow water to flow into the new ultraviolet building. One hundred feet of 48-inch ductile iron piping has been installed for the outflow line to the river.

Martin Marietta Services Group has been keeping busy throughout the winter, working on electrical and equipment maintenance. The electricians have been wiring a new shop building in the company's Troy plant. This new shop will allow the operators to work on equipment and make repairs indoors, after many years of working outdoors.

During the winter, Ohio CAT in Troy kept busy. The PSD has been servicing customer's generators and checking customer's generator load capacity. The heavy equipment mechanics have been working on a certified power train replacement of a Caterpillar 980 H Loader. This



WORKING in Franklin County for Danbert is Alan Stephens.

will allow the 980 Loader to have a new power train factory warranty.

Work in Springfield in Clark County remained steady through the winter. Kokosing is well underway with its two-and-a-half year Erie Express project. The project includes 10,000 feet of 12 - 42-inch gravity and force main sewer pipe, with approximately 40 man-holes to be installed. The pipe project will transport industrial discharges to the wastewater treatment plant.

This project also has a cast-in-place pump station. Capitol Tunneling is the boring sub-contractor on the project.

At the Navistar plant in Springfield, Aristeo, Lesco and Central Conveyor have been busy installing a new chassis line with Aristeo having installed 10,000 feet of tool rail, and more than 1,000 cubic feet of decking. Lesco is busy with the demolition of several ovens inside the plant. Central Conveyor is installing the conveyor system throughout the plant.

In Greene County, Shook has a good start on the Yellow Springs wastewater treatment plant. The project is slated for completion in early 2018.

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THREE 25-year members working for Mid-State in Gallia County are (left, l-r) Jason Leach and Charles Leach at the Gavin plant and (right) John Brickles at the Gavin landfill.



POLITICAL ACTION

General Assembly leaders against RTW ☠

As neighboring states continue to climb on the anti-worker Right-to-Work ☠ bandwagon, Ohio state legislators said Ohioans don't necessarily want anti-union legislation.

Ohio legislative leaders from both parties have said that Ohio voters made their views clear on unions in 2011, when voters repealed Senate Bill 5. The law would have curtailed collective bargaining rights for public unions.

"The people of Ohio have spoken very clearly about how they feel about that issue," Sen. Scott Oelslager, a North Canton Republican, said during a panel discussion sponsored by the Associated Press. Oelslager, chairman of the Senate Finance Committee, voted against Senate Bill 5.

Senate Minority Leader Joe Schiavoni agreed.

"It wasn't just union people fighting the bill – it was Ohioans fighting the bill because they understand the negative implications of a piece of legislation like that," Schiavoni said.

Ohio workers don't have to join unions, under state law, but they can be required to pay a "fair share" or agency fee.

House Minority Leader Fred Strahorn said the issue attracts opposition from others outside of unions. Strahorn said wages tend to be \$400 less and workplace accidents tend to be higher in Right-to-Work ☠ states.

"When you do something like that, people start paying attention and show up," Strahorn said. "People were saying 'I'm not a union person but I don't think that's right. People should have access to this.'"

"In Ohio, union and non-union people have said we think people deserve a fair shake and the ability to negotiate fair wages and conditions in the workplace and I think they'll respond negatively to that kind of legislation," Strahorn said.

Gov. John Kasich has said Right-to-Work ☠ is not on his agenda and has taken the fight over Senate Bill 5 as a cue not to pursue the issue.

Letter to the editor

Already Right-to-Work legislation for New Hampshire is in the news, this new political year. I'm with those who think of it as Right-to-Work for Less.

A 2011 Economic Policy Institute study finds that workers in RTW states earn on average \$1,500 less per year in wages. Fewer workers in RTW states get pension plans from their employers.

I found this written by libertarian J.D. Tuccille, that RTW legislation, passed in a state, amounts to a state "putting its thumb on the scale in the never-ending game of playing labor and business off against one another."

New Gov. Chris Sununu may call out that "New Hampshire is open for business" in a different, unprecedented way, by reducing wages, but will that come to be? Not if our newly-seated Legislature hears otherwise from constituents who say we want to remain among the states fairer to labor by not passing RTW laws.

*(Name withheld)
Sanbornton, NH*

Right-to-Work ☠ right for Pennsylvania?

From the *Pittsburgh Post Gazette*

Pennsylvania, with its deep history of organized labor and unionization efforts in the health care and service industries, has long resisted laws that would undermine union membership.

So the Keystone State is not one of the more than two dozen states that has passed so-called "right-to-work ☠" laws, which prohibit employers from requiring workers – if represented by a labor union – to become members of that union and pay dues.

But the November election, in which Republican Donald J. Trump sailed to the presidency with support from normally Democratic rank-and-file union members, has altered certain assumptions.

Now with strong Republican majorities, some states that have high rates of unionization, in Appalachia and the Midwest, have taken up right-to-work ☠ laws. This month, Kentucky became the 27th state to pass such a law, among the first to be brought up for a vote after Democrats lost their majority in that state's House of Representatives.

West Virginia passed its version last year, becoming a major prize for right-to-work ☠

advocates. About 14 percent of West Virginia workers were represented by labor unions in 2015, the third-highest rate of unionization of any right-to-work ☠ state behind Michigan and Nevada, according to the U.S. Bureau of Labor Statistics.

Missouri and New Hampshire could be next to join the movement, with lawmakers in each state passing proposals last week.

Pennsylvania, also with about 14 percent of its workforce represented by unions, could be in the offing. Republicans hold majorities in the state House and Senate, the latter of which has a veto-proof majority. As lawmakers begin a new session this week, conservative groups and business-friendly politicians are pressing the issue.

That states can pass laws banning mandatory union dues is not new. Congress amended labor law in 1947 to allow individual states to pass right-to-work laws.

Labor unions and worker advocates dub such legislation "right-to-work-for-less" laws. They exist only to weaken unions and give more negotiating power to business interests, said David Jury, associate general counsel for the United Steelworkers.

Private sector workers already can resign their union membership if they object to how the union spends its money, following a 1988 Supreme Court ruling.

But right-to-work ☠ goes further, banning "union security clauses," or agreements between employers and labor unions that compel employees to join unions as a condition of employment, Mr. Jury said.

Plus, unions in most cases must represent all employees, such as taking up their grievances, regardless of whether the employees are required to pay dues.

"It creates what most observers would call a problem of free riders," Mr. Jury said. "And it becomes an ongoing effort in every local union to keep people."

The BLS data also show right-to-work ☠ states do have a significantly higher amount of "free riders," posing a financial challenge to unions. Excluding the recent additions of Kentucky and West Virginia, more than 17 percent of workers – 790,000 people – in right-to-work ☠ states are represented by unions but are not members. In all other states, the portion of represented nonmem-

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Right-to-Work ☠️ does not create a right to work!

Despite the misleading title, Right-to-Work ☠️ laws do not create a right to work, nor do they protect workers from being fired for unjust reasons.

What Right-to-Work ☠️ laws actually do is allow workers in union shops to accept the benefits of unionizing without paying their share of the costs. The National Labor Relations Act (NLRA) requires unions to represent all employees in the bargaining unit.

All workers in the unit receive the increased wages and benefits negotiated by the union. All workers receive protection from unjust discharge under the collective bargaining agreement and representation in arbitration challenging unjust terminations at no charge. It is only fair that all workers who receive these benefits share the costs. That is what the NLRA provides.

State Right-to-Work ☠️ laws, which are permitted by the NLRA, change this arrangement. Under such laws, workers are permitted to receive the benefits of the collective bargaining agreements without paying their share of the costs. This forces fellow employees to pay more than their fair share to make up the loss.

Right-to-Work ☠️ laws also weaken unions by forcing them to provide services to workers without being reimbursed for their costs.

This is exactly what proponents of Right-to-Work ☠️ want. The champions of Right-to-Work ☠️ are not supporters of workers rights. The National Right-to-Work ☠️ committee was founded in 1954 by a group of ultra-conservative businessmen, including Whitford Blakeney, one of the best know anti-labor lawyers of his time, whose career included represent-

ing the J.P. Stevens textile company, whose campaign against unionization was found by the National Labor Relations Board to include "excessive and egregious labor practices."

(The movie "Norma Rae" is based on that strike. Sally Field's role, which won her an Oscar, was based on Crystal Lee Sutton who was fired at a Stevens plant for trying to organize the employees.)

To this day, the NRTWC functions as an arm of organized business. It did not support civil rights laws protecting workers from racial and gender discrimination. It does not support increasing protection against retaliation for workers who try to organize. It does not support protecting workers' lives by improving enforcement of occupational safety and health laws.

In fact, the committee's leadership works closely with those who oppose improving the rights of workers.

Advocates of Right-to-Work ☠️ laws claim that such laws protect workers' right to freedom of association by preventing them from being forced to join unions against their will. This is not true.

Workers already have this right under the National Labor Relations Act. Section 7 of the Act prohibits discrimination against any employee because he or she has chosen to join or not join a union. No new state law is needed to protect workers in this area.

Right-to-Work ☠️ laws allow workers to accept the benefits of union membership without sharing the cost. This is a right no one should have – the right to get something for nothing and make others pay the bill.

Union blasts proposed national Right-to-Work ☠️ Law: 'They aim to wipe out' unions

The push for a national RTW ☠️ law comes up almost every year but, until now, never has gotten through Congress. Under the new political reality, however, it could very well become law – and a major blow to unions everywhere.

Here is the joint statement from WGA (Writers Guild of America) East president Michael Winship and executive director Lowell Peterson:

"One of the strange perennial rituals of Beltway Washington is the introduction of legislation to destroy the only effective voice American workers have on the job. Mis-labeled 'National Right to Work,' this legislation – introduced yet again by far-right congressmen Steve King and Joe Wilson – intends to cut organized labor off at the knees by making it impossible to finance the tough work put in by American unions to represent and protect working people. Strong sturdy unions are essential to organize workplaces, to negotiate and enforce collective bargaining agreements and to do the day-to-day hard work of making sure that workers' voices are heard when it's time to make critical decisions about pay, benefits, working conditions and more.

"This misguided legislation ignores the basic structure of American labor relations, in which all workers in a given company or bar-

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Petitions filed to reverse any Missouri RTW ☠️ law

The Missouri Senate had only just begun to debate Right-to-Work ☠️ legislation in January, but neither the proposal's supporters nor the state's labor unions were waiting for final passage to make contingency plans.

Sensing an inevitable passage of RTW ☠️ legislation, AFL-CIO President Mike Louis in December filed petitions for the 2018 ballot that would essentially reverse any Right-to-Work ☠️ law passed this year.

Former Missouri Secretary of State Jason Kander approved the ballot title language of those petitions, among dozens of others, before leaving office on Jan. 9.

Backed by the National Right-to-Work ☠️ Foundation, a Missouri nurse and two Kansas City police officers are now challenging the petitions on the grounds that their summaries are "insufficient and unfair," asking a

court to rewrite them with more detail about union dues, collective bargaining agreements and the Right-to-Work ☠️ law they would supersede.

Louis' petition would amend the Missouri constitution to read the following:

"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."

The lawsuits allege that the language is misleading, as it "fraudulently presents itself as an 'employees' rights proposition" when it only protects those organized in labor unions, not employees who "choose to withhold their support."

The petitions would block lawmakers' efforts to "prohibit forced-unionism agreements, to the detriment of employees who seek to exercise their Right-to-Work ☠️ without being compelled to subsidize a labor organization."

"These deliberately misleading initiative petitions are nothing more than an attempt by Big Labor to confuse voters in hope that the confusion will result in overturning popular Right-to-Work ☠️ protections," said Mark Mix, president of the National Right to Work Foundation, in a statement.

Louis dismissed the foundation as a "dark money group."

"Why is a DC based special interest group, funded by the uber-rich, challenging the rights of hard-working Missourians to have their voices heard at the ballot box?" Louis

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New life members recognized at semi-annual state meeting

The year the following men and women became Local 18 apprentices – 1987 – was an interesting one for a variety of reasons.

President Reagan challenged Russian premier Gorbachev to “tear down that wall” in Berlin; Microsoft introduced Windows 2.0; and Clevelanders not-so-fondly remember “The Drive” against the Browns.

The Dow Jones reached 2,000 for the first time, but on Monday, October 19, stock markets around the world crashed, shedding a huge value in a very short time. The Dow Jones Industrial Average (DJIA) fell exactly 508 points to 1,738.74.

These apprentices were barely affected since they had what would become steady jobs for the next three decades.

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

District 1

Charles R. Akers, Claudia J. Albano, Robert D. Barto, Brian D. Beers, Jody R. Behrend*, Debra Belaska, Kurt Blatnik*, Robert M. Blatnik*, Bruce A. Boudinot, Jeffrey S. Bowman, Thomas L. Breeden, James L. Clardy and James E. Coyne.

James A. Favitta, Dean E. Feiler, Dwayne Fischer, Stanley C. Fisher, Thomas S. Funk, Philip R. Helbert*, Robert J. Husted, Richard R. Marshall, Wayne E. Mellinger*, Russell E. Mendenhall*, Laura L. Pataky, Roger V. Snyder and Dennis Wolff.

District 2

Richard Bialecki, Roger L. Goodman*, Timothy L. Hoyer, James MacRae, Kevin Oberdick, Mark A. Rosenberger, Woodrow M. Schonter and Kenneth D. Zoeller*.

District 3

Garold R. Baker*, Rodney L. Beegle, Roger E. Brunton*, Daniel A. Carbaugh, Lisa A. Carpenter, Gregory P. Dingess, Darrold D. Elliott*, Gloria G. Glover, Clifford R. Mitchell, David R. Rodgers, Keith D. Skeans, Robert W. Stephenson, Christopher Swallie and David Szajna.

District 4/5

Oliver G. Berry, Terry Collins, Terry L. Helton, Michelle Kirkland*, Louis H. Moser, Jr. and Brady Tolbert*.

District 6

Kerry Battershell, David Clapper, Floyd E. Davis, Mark Davis, William Huff, Dennis C. Jordan, Tim K. Keiser, Michael B. Lumbatis, Stephen Moriello and Timothy D. Page.

Pennsylvania

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bers stands at about nine percent.

“How it affects the workforce is really simple: It lowers wages,” said Stephen Herzenberg, executive director of the Keystone Research Center. “If you strip it to its core, this is about reducing the power of workers to bargain for a decent living.”

Once right-to-work legislation is passed, it can be far from settled. The United Steelworkers union has joined in a legal challenge in Wisconsin, arguing under the state’s “takings clause” that the state had illegally grabbed “property” – union membership and dues – without just compensation.

Hearing a similar legal argument, a judge last year halted the law from taking effect in West Virginia, pending the outcome of the court case.

A push in Pennsylvania could fall flat this year with Democratic Gov. Tom Wolf unlikely to sign such a bill.

Mr. Herzenberg said, “It’s really important that Pennsylvania workers and voters need to understand a law that weakens their voice with respect to the employer does not improve their standard of living.”



ATTENDING from District 1 are (l-r) Russell Mendenhall, Wayne Mellinger, Philip Helbert, Robert Blatnik, Kurt Blatnik and Jody Behrend. They are flanked by Business Manager Dalton (left) and District Rep Thomas Pervosnik (right).



LIFE members from District 4/5 Brady Tolbert and Michelle Kirkland with Business Manager Dalton (left) and District Rep Jeff Powell (right).



DISTRICT 2 life members Kenneth Zoeller and Roger Goodman at semi-annual state meeting with Business Manager Dalton (left) and District Rep Brett Lafaso (right).

Additional photos from semi-annual meeting



NEW LIFE MEMBERS from District 3 include (above, l-r) Darrold Elliott, Roger Brunton and Garold Baker. They are with Business Manager Dalton (left) and District Rep Greg Greenlee (right). (Right) Business Manager Dalton presents a plaque to retired E-Board member Roger Goodman to recognize his years of service to Local 18.



New staff members



NEW staff members, Organizer Matthew Bruening (above) and Business Rep Michael Young (below), receive their staff pins from Business Manager Dalton at the E-Board meeting on January 21. Both men are from D-4/5.



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.

THE FINAL LABOR HISTORY CLASS THIS YEAR WILL BE HELD ON MARCH 4, BEGINNING AT 7:30 A.M. AT THE DISTRICT 6 UNION HALL

"We must guard against being fooled by false slogans, such as 'right to work.' It is a law to rob us of our civil rights and job rights. Its purpose is to destroy labor unions and the freedom of collective bargaining by which unions have improved wages and working conditions of everyone."

Dr. Martin Luther King

March and April Local 18 Training Schedule

Miamisburg (800) 635-4928

March 4	8-Hour Safeland/Safegulf	March 28-30	24-Hour GPS
March 4	8-Hour Skid Steer Refresher	March 31	8-Hour First Aid/CPR/AED
March 6-10	40-Hour Crane I	April 1	8-Hour Tier IV
March 8-9	16-Hour Trench Safety	April 1	8-Hour Signal Person
March 11	8-Hour Load Securement	April 3	8-Hour MSHA Refresher
March 11	8-Hour Forklift, Industrial & Rough Terrain	April 4-6	24-Hour MSHA
March 13-17	40-Hour Welding	April 10-14	40-Hour Directional Drill
March 13-17	40-Hour Articulated Boom Crane	April 15	8-Hour CCO Refresher (Day 1)
March 14-16	24-Hour Skid Steer	April 15	8-Hour Trench Safety (Day 1)
March 18	8-Hour Hazwoper Refresher	April 17-21	40-Hour Pipeline Distribution Maintenance
March 18	8-Hour Signal Person	April 22	8-Hour CCO Refresher (Day 2)
March 20-24	40-Hour Hazwoper	April 22	8-Hour Trench Safety (Day 2)
March 24-25	16-Hour Crane Rigging	April 24-28	40-Hour Utility Equipment
March 28-29	16-Hour OSHA 10/STP	April 29	8-Hour CCO Exam

Richfield (800) 842-9419

March 2-3	16-Hour BROKK Introduction	March 25	8-Hour First Aid/CPR/AED
March 4	8-Hour Labor History (D-6 Union Hall)	March 25	8-Hour Safeland/Safegulf
March 14-17	32-Hour Crane II	March 27-31	40-Hour Asphalt Paving
March 14-18	40-Hour Utility Equipment	March 28-	40-Hour Grader I
March 18	8-Hour Hazwoper Refresher	April 1	
March 18	8-Hour Forklift, Industrial & Rough Terrain	April 1	8-Hour CCO Refresher (Day 1)
March 20-23	32-Hour Tower Crane	April 5-7	24-Hour GPS
March 20-24	40-Hour Milling Machine	April 8	8-Hour CCO Refresher (Day 2)
March 21-25	40-Hour Grader I	April 12-14	24-Hour GPS
		April 15	8-Hour CCO Exam

Cygnets (888) 634-6880

March 4	8-Hour Tier IV	April 3-7	40-Hour Pile Driving
March 6-10	40-Hour Crane II	April 3-7	40-Hour Pipeline Distribution Maintenance
March 13-17	40-Hour Asphalt Paving	April 8	8-Hour First Aid/CPR/AED
March 16-17	16-Hour Crane Rigging	April 10-11	16-Hour BROKK Introduction
March 18	8-Hour Signal Person	April 12-13	16-Hour BROKK Introduction
March 18	8-Hour MSHA Refresher	April 15	8-Hour Crane Rigging (Day 1)
March 25	8-Hour Hazwoper Refresher	April 18-21	30-Hour OSHA 30/STP
March 27-31	40-Hour Directional Drill	April 22	Load Securement
April 1	8-Hour Safeland/Safegulf	April 22	8-Hour Crane Rigging (Day 2)
		April 24-28	40-Hour Plan Reading

Logan (888) 385-2567

March 7-11	40-Hour Grader I	March 25	8-Hour CCO Exam
March 11	8-Hour CCO Refresher	March 28	8-Hour First Aid/CPR/AED
March 13-15	24-Hour GPS	March 29-31	24-Hour MSHA
March 14-18	40-Hour Directional Drill	April 1	8-Hour MSHA Refresher
March 16-18	24-Hour GPS	April 8	8-Hour OSHA 10/STP (Day 1)
March 18	8-Hour CCO Refresher	April 8	8-Hour Forklift, Industrial & Rough Terrain
March 20-24	40-Hour Pipeline Distribution Maintenance	April 8	8-Hour Skid Steer Refresher
		April 15	8-Hour OSHA 10/STP (Day 2)

Public doesn't want tolls on existing roads, bridges

A plan to pump up to \$1 trillion into infrastructure by luring private investors won't win public support if it means new tolls on existing roads and bridges, according to a new poll.

In a Washington Post-ABC News poll, 66% of those surveyed said they oppose a plan that would grant close to \$140 billion in tax credits to investors who put their money into roads, bridges and transit in return for the right to impose tolls.

Even with tax credit incentives, investors are unlikely to put their money into projects that don't provide a revenue stream, most likely in the form of tolls on roads and bridges.

The question asked in the Post-ABC poll was:

There is a proposal to offer nearly 140 billion dollars in tax cuts for private companies if they pay to build new roads, bridges and transportation projects. The companies then could charge tolls for people to use these roads, bridges and transportation. Do you support or oppose this proposal? Do you feel that way strongly or somewhat?

Only 29% of the 1,005 people polled said they would support that plan, with 11% saying they backed it strongly and another 18% saying they were somewhat supportive. In contrast, 44% said they were strongly opposed to the idea and 22% said they were somewhat opposed.

ARTBA scholarship deadline is April 7

Deadline for the American Road & Transportation Builders Association Transportation Development Foundation's 2017-18 "Lanford Family Highway Worker Memorial Scholarship Program." Applications are due by **April 7**, and can be found at www.artbatdf.org.

The scholarship, in its 17th year, provides post-high school financial assistance to the children of highway workers who have been killed or permanently disabled while working in roadway construction zones. More than 130 scholarships have been awarded to worthy students from across America as beneficiaries of the program.

Eligible students must attend a post-secondary institution of learning that requires a high school diploma or its equivalent. This could include any public or private four-year accredited college or university; two-year accredited college; or vocational technical college or training institution. M.B.A. candidates and master's degree students in civil engineering, construction management and other construction-related programs will also be considered. Scholarships have a value up to \$5,000.

For more information, or if you have a lead on a student who might be eligible, contact ARTBA's Eileen Houlihan at ehoulihan@artba.org or (202) 289-4434.

IMPORTANT BYLAWS NOTICE

ARTICLE XIII

ELECTIVE OFFICERS: NOMINATION AND ELECTION

Section 1

The elective officers of this Local Union shall be the President, Vice-President, Recording-Corresponding Secretary, Financial Secretary, Treasurer, Business Manager and three (3) Trustees and in addition to the Constitutional officers who are enumerated above, the Local Union shall elect three (3) Auditors, a Conductor and a Guard, and may also elect or appoint such committees and delegates, other than delegates to the General Convention, to state, interstate or provincial organizations as it deems advisable, consistent with applicable law. Officers of a Local Union may not seek to be elected or to hold more than two (2) offices in the Local Union and any two (2) offices may be combined and be held by one person, except that the offices of Financial Secretary and Treasurer shall not be combined or held by the same person.

Section 2

The term of office of elective officers shall be for a period of three (3) years.

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.

The Election Committee shall be responsible for the formulation of rules and regulations for elections, the preparation, printing, distribution, collection and tabulation of the ballots. The Election Committee shall be empowered to employ the services of any person, firm or organization, which it deems necessary to assist it in the conduct of the election. The Election Committee shall provide adequate safeguards to insure a fair election and it shall maintain the secrecy of the ballots. The Election Committee shall submit a written report of the results of the election to the Local Union.

Section 12

Nominations for the election of Officers and Executive Board members will be made at the regular District membership meetings in the month of June preceding the election and official notice will be published in the *Buckeye Engineer* in the March, April, May and June issues. The election shall be held in the month of August by referendum vote. To be eligible for nomination 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. 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 register number or the last four digits of the Social Security number will not be counted as a valid signature. Nomination Petitions will be made available by the Election committee at the respective District offices on April 1 preceding the June District membership meeting.

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. Within five (5) days after the nominations have been concluded, the Recording-Corresponding Secretary shall mail to each member nominated at his/her last known home address, notice of his/her nomination and of the office to which he/she has been nominated and shall read or cause to be read the name of each nominee and identify the office to which such nominee seeks election at each regularly scheduled Local Union membership and District membership meeting held after receipt of the nominee's written acceptance of nomination.

Nominees must return an acceptance of nomination to the Recording-Corresponding Secretary, which acceptance must be received by the Recording-Corresponding Secretary within 10 days of the date the candidate was notified of the nomination, and, in addition, he/she shall have been in regular attendance at all regularly scheduled Local Union membership meetings and home District membership meetings held after his/her nomination and before election, subject to election rules, however, to reasonable excuse based upon good cause such as physical incapacity or death in his/her immediate family. In the event an incumbent officer is opposed at the conclusion of nominations, the Local Union may direct the Recording-Corresponding Secretary to cast one (1) ballot for the nominees who shall then be declared duly elected to their office.

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.

Exploring our shale fields and our future

The current exploration and drilling of the Marcellus and Utica shale fields promise a lot of good things for Ohio.

Lowering our dependence on foreign oil and providing our manufacturing industries with cheaper energy which will stimulate industrial growth are just a few benefits.

For Local 18 and its membership, this drilling and capturing of these resources gives us an opportunity to work. Our signatory contractors are seeking to do the drill pad and related work, and our pipeline contractors are building the gathering lines to transport the product. Our highway and paving contractors are building access to the sites and upgrading the infrastructure in the drilling areas.

Our goal is to provide the service the energy companies need to make this happen, resulting in a positive effect for the citizens of Ohio.

At the same time, our membership will be gainfully employed, paying their taxes and earning their health and welfare and pension benefits. We are here to help our communities, state and country prosper and grow.



Richard E. Dalton, Business Manager

President approves Keystone pipeline

President Trump has revived the Keystone XL pipeline that stirred years of debate over the balance between the nation's energy needs and efforts to stem climate change.

Former President Obama rejected the proposed 1,179-mile pipeline in 2015, arguing that it would undercut American leadership in curbing the reliance on carbon energy. Mr. Trump signed a document clearing the way to government approval of the pipeline as well as for the Dakota Access pipeline in North Dakota.

Pipeline would carry 800,000 barrels

As proposed by a Canadian firm, the Keystone pipeline would carry 800,000 barrels a day from the Canadian oil sands to the Gulf Coast. Republicans and some Democrats argued that the project would create jobs and expand energy resources, while environmentalists said it would encourage a form of oil extraction that produces more gases that warm the planet than normal petroleum.

"Keystone has never been a significant issue from an environmental point of view in substance, only in symbol," said David Goldwyn, an energy market analyst and a former head of the State Department's energy bureau in the Obama administration. Regarding the pipeline's effect on the nation's broader energy market, Mr. Goldwyn said, "One additional pipeline? It's useful. It's not indispensable."

The Dakota Access pipeline in North Dakota became the focus of protests when

the Standing Rock Sioux Tribe objected to its construction less than a mile from its reservation. The tribe and its allies won victory last month when the Army Corps of Engineers announced that it would look for alternative routes for the \$3.7 billion pipeline instead of allowing it to be drilled under a dammed section of the Missouri River.

But activists who succeeded in slowing the Dakota Access Pipeline last year have suggested they would mobilize regardless of the legal nature of Trump's executive action. "Our resistance is stronger than ever before," says Dallas Goldtooth of the Indigenous Environmental Network, adding that advancing the project will prompt "massive demonstrations and civil disobedience."

Still, the path for permanently stopping the Dakota Access project remains unclear. The project is more than 95% complete, with the small region near the Standing Rock Sioux reservation remaining unconstructed, and local law enforcement has shown no hesitation in shutting down protests.

Keystone XL has not received the necessary state permits to proceed and environmentalists say stopping its approval in Nebraska could be key to halting the overall project.

Terry Cunha, a spokeswoman from TransCanada, the firm that proposed the Keystone pipeline, said in an email that the company remains "fully committed" to building the project, although she declined to discuss the project's next steps.

Crews start prep for Utopia East pipeline

Tree-clearing began on February 1 as crews prepare to lay the Utopia East pipeline.

"Basically it's going to be guys with chain-saws, to make it as simple as it can, and it will be a non-invasive process," said Allen Fore, Kinder Morgan vice president.

Kinder Morgan will develop, construct, own and operate the approximately 215-mile, 12-inch diameter pipeline from Harrison County through Carroll and Tuscarawas counties to Kinder Morgan's existing pipeline and facilities in Fulton County, Ohio, where the company would then move product eastward to Windsor, Ontario, Canada.

The pipeline will carry an ethane-propane mix, a feedstock for producing plastics.

"It is the way to transport energy safely across the country, but absolutely it has to be maintained, it has to be operated safely," Fore said.

Crews will work during the day, and an inspector will also be on site to oversee the process. Construction is expected to begin in the summer.

Kinder Morgan will use a trained local workforce to build the line. And an internal inspection tool will run through the pipe to detect any anomalies.

"If that's the case, we can isolate that section, excavate, remove and replace if we need to," Fore said.

Overall the project is expected to create 900 local construction jobs and five full-time positions in Ohio.

"It's a good project for the long-term value for growing the Utica Shale responsibly and getting this product to market," Fore said.

Local 18 Calendar

Retiree Calendar

continued from page 1

APRIL

- 5 Dist. 3 Potluck Luncheon –
Dist. 3 Union Hall, Noon
- 12 Dist. 6 Covered Dish Luncheon –
Dist. 6 Union Hall, Noon
- 20 Dist. 2 mtg.
- 26 Dist. 4/5 (mtgs. resume)
- 27 Dist. 1 mtg.

* This year April 15 falls on a Saturday, and Monday, April 17, Emancipation Day in Washington is a holiday, with federal offices closed.

March and April training schedule appears on page 8.

The stereotype is true! 60% of men don't go to the doctor

It seems men are much too casual about, and disinterested in, their own health.

Men tend to die earlier than women, are more likely to die from eight out of the ten top causes of death in the U.S. than women, and are also more likely to smoke and drink excessively.

Researchers think a mix of factors is involved in men's earlier deaths, including the fact that men tend to take more risks, are less socially connected, and have more dangerous jobs than women. But there's another very simple, easy to fix problem. **Men just don't go to the doctor as much as women do.**

Men are half as likely as women to go to the doctor over a two-year period, according to survey data collected by the U.S. Centers for Disease Control and Prevention. They were also more than three times as likely to admit going more than five years without a visit. And finally, men were more than twice as likely to say they've never had contact with a doctor or health professional as an adult. Ever!

Why, then, do some men refuse to go to the doctor regularly? Here are 10 reasons why many men skip this important appointment. (And, more important, 10 ways to counter those reasons and get yourself or a person you care about to see a doctor.)

1. "I don't have a doctor."

Step one toward staying healthy is finding a doctor you trust. But you'll never know if you trust one unless you try.

2. "I don't have insurance."

Members should have insurance available under Local 18's contracts.

3. "There's probably nothing wrong."

You may be right but . . . you're not a doctor. That's why you need one, to be sure. Some serious diseases don't have symptoms. High blood pressure is one, and it can cause heart attack and stroke. (That's why they call it "the silent killer.") High cholesterol is another often symptomless condition. Ditto diabetes. Finding a health problem early can make a huge difference in the quality and length of your life.

4. "I don't have time."

There are about 8,766 hours in a year, and you want to save . . . two? When those two hours could save your life if you really DO need a doctor? If you want to spend more time with your family, these two hours aren't the ones to lose.

5. "I don't want to spend the money."

It makes more sense to spend a little and save a lot than to save a little and spend a lot. If you think spending time with a doctor is expensive, try spending time in a hospital.

6. "Doctors don't DO anything."

When you see a barber, you get a haircut. When you see the dentist, your teeth get cleaned. But when you get a checkup, the doctor just gives you tests. It may seem like you don't get anything, but you do. You get news and knowledge that can bring better health, if you act on the advice.

7. "I don't want to hear what I might be told."

Maybe you smoke, drink too much, have put on weight. Even so, your doctor's there to help you. You can deny your reality, but you can't deny the consequences. So be smart. Listen to someone who'll tell you truths you need to hear.

8. "I've got probe-a-phobia."

You don't need a prostate cancer exam until you're 50. Even then, remember your chances of survival are much better if it's caught early. So it's worth the exam. But it's only one small portion of a physical. Don't let one test stop

you from getting all the benefits of an annual visit to the doctor.

9. "I'd rather tough it out."

If pro athletes can play hurt and sacrifice themselves for the team, you ought to be able to suck it up, right? Wrong! The Game of Life is about staying healthy for a long time – a lifetime – your lifetime.

10. "My significant other has been nagging me to get a checkup."

OK, so you don't want to give in. But isn't it POSSIBLE you could be wrong? Give in on this one. See the doctor.

The Cleveland Clinic surveyed more than 500 men ages 18 to 70 across the United States and found that only three in five men get an annual physical, and just over 40% go to the doctor only when they fear they have a serious medical condition.

Interestingly, half of the men surveyed (53%) agree their health just isn't something

continued on page 17

Health 4U Update E-cigarettes and heart disease

A new study shows electronic cigarettes may increase the risk of heart disease, according to researchers at UCLA,

The team found that two risk factors for heart disease were elevated in 16 e-cigarette users compared with 18 nonsmokers.

"The pattern was spot-on" for what has been seen in heart attack patients and those with heart disease and diabetes, says cardiologist Holly Middlekauff, a coauthor of the study published online February 1 in *JAMA Cardiology*.

But because the study only looked at a small number of people, the results are not definitive – just two or three patients can skew results, John Ambrose, a cardiologist with the University of California, San Francisco cautions. Plus, he says, some of the e-cigarette users in the study used to smoke tobacco, which may have influenced the data.

Even so, Ambrose called the study interesting, noting that "the medical community just doesn't have enough information" to figure out if e-cigarettes are dangerous.

E-cigarette smokers in the study had heart-beat patterns that indicated high levels of adrenaline – also known as epinephrine – in the heart, a sign of heart disease risk. Researchers also found signs of increased oxidative stress, an imbalance of certain protective molecules that can cause the hardening and narrowing of arteries.

Previous research has connected oxidative

stress to e-cigarettes. The new study targeted where it might occur and how it could contribute to heart disease, says Aruni Bhatnagar of the American Heart Association Tobacco Regulation and Addiction Center based at the University of Louisville in Kentucky.

This study "adds to the case that there may be some residual harm associated with e-cigarettes," says Bhatnagar.

Previous studies have linked e-cigarettes to lung inflammation and examined the toxicity of e-cigarette vapor.

Nicotine, the addictive substance found in both tobacco and electronic cigarettes, is known to elevate adrenaline levels. To ensure they were measuring the long-term effects of e-smoking and not just the presence of nicotine, the researchers had their subjects refrain from smoking the day of the tests.

The findings are important, Middlekauff says, because they show that e-smokers' hearts are in "flight or fight" mode all the time, not just when they are smoking.

The next step is to nail down exactly what in e-cigarettes is responsible for these effects on the heart, Middlekauff says. The researchers also want to compare e-cigarettes' effects on the heart with tobacco cigarettes.

"Electronic cigarettes aren't harmless," Middlekauff says. "They have real, measurable physiological effects and these physiological effects, at least the couple that we found, have been associated with heart disease."

District 4/5 *continued from page 3*

Near Octa In Fayette County, Great Lakes Construction has begun work on S.R. 435 improvements. It has installed two temporary crossovers to handle the traffic during the mill and fill phase of the project. Armstrong Steel will resurface the bridge deck on S.R. 435.

In Manchester in Adams County, R.B. Jergens has completed work at the Carter Hollow landfill, having placed approximately 100,000 yards of bottom ash with stone to complete the drainage layer. More than 100,000 yards of aggregate was used to complete the protective cover. Asphalt paving has been completed for numerous access roads.

Price Gregory completed work on the compressor station on Old U.S. Rt. 35 in Washington Court House. This project entailed installation of seven gas coolers, two gas turbines, two metal warehouse buildings and more than 2,500 feet of 42-inch pipe.

Members at Ohio CAT's agriculture equipment shop in Washington Court House in Fayette County are busy with equipment repairs to help farmers prepare for the spring planting season.

In Hamilton County, Rack & Ballauer is on a minor road widening of Pippin Rd. The company is installing 12,000 feet of storm sewer, ranging from 12 - 72-inches, with 6,000 feet of new water line and 20,000 feet of new curb.

Kokosing is still working on the new interchange at Martin Luther King Jr. Blvd. and I-71. The company is preparing structures and doing rebar work on ramps and the bridge deck. The company also continues its work on the bridge deck on I-71 over Eggleston Ave.

In the spring, John R. Jurgensen will be returning to the Hamilton Crossings project in Butler County on S.R. 127 and Grand Blvd. Pipe still needs to be installed underground and dirt to be hauled in, along with an MSE wall to be erected.

In Butler County, Ford Development finished laying 2,000 feet of new water line, varying from 8 - 20-inches, with 41 services to be connected on Pershing Ave. in Hamil-



WORKING for Beaver Excavating at its Portsmouth Bypass project are John Rogers (left) and Gregory Dillow (below).

ton, and then moved to River Rd. in Fairfield. The company is also in the process of laying an additional 10,000 feet of new water line.

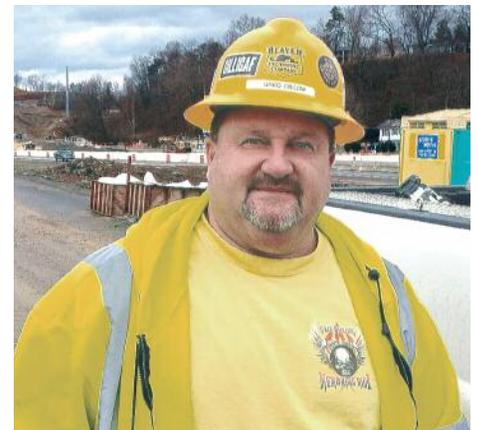
GM Pipeline is working on Liberty Fairfield Rd. in Liberty Township, laying 2,500 feet of 12-inch water line with 30 services expected to be connected.

Kokosing continues working in Warren County on the Jeremiah Morrow Bridge project. Just before Thanksgiving, it switched traffic to the new northbound bridge and moved southbound traffic to the southbound bridge. The company is demolishing the old southbound bridge.

John R. Jurgensen is also busy in Warren County. It started work last fall relocating Columbia Rd. at Western Row Rd. and widening the ramps to I-71 near Kings Island.

The company will start back up in the spring moving in dirt and will have more pipe to lay providing soil stabilization. It will then pave to help improve traffic flow.

Barrett Paving is working on a new light industrial park located off of Half Acre Rd. in Clermont County. Donald A. May Construction is a subcontractor and is installing 6,000 feet of eight-inch force main sanitation sewer, 1,600 feet of 12-inch gravity sanitation sewer and 2,100 feet of 12-inch duckbill water line.



Rack & Ballauer is widening Old S.R. 74 at Amelia Olive Branch Rd., with the project to include a new bridge and relocation of some existing utilities.

R.B. South is busy with SD1 work in various locations throughout Northern Kentucky.

Coppage Construction is on Turfway Rd. and Aero Parkway is in Florence, Kentucky, working on a building expansion and a new condominium complex on Hopeful Church Rd.

Coppage will be moving in dirt and laying pipe. RLA Utilities will be installing the gas line.

Nelson Stark is working on Litton Lane in Hebron, Kentucky. This project requires moving 400,000 yards of dirt, and laying pipe for a new warehouse. Capital City Crane is setting the pre-cast panels on this project.

Maxim Crane is working on Dolwick Rd. in Erlanger, setting steel for a new medical building.

Shops

Columbus Equipment mechanics in Huber Heights have been working on a vast number of projects over the winter, installing quick couplers on excavators along with a self-lube system on a Komatsu WA500 Loader. Also keeping the mechanics busy are repairs of customer-owned equipment.



ON THE JOB for Mosser Construction at Mt. Gilead State Park are Erik Oswalt and Dustin Tootle.

continued on page 13

District 4/5 *continued from page 12*

Distribution and Maintenance

Premier Energy has started a gas line replacement project for Vectren Gas on Wayne Ave. in Dayton between Keowee Ave. and Wilmington Pike. The company will be directional drilling more than 20,000 feet of two- and four-inch PVC main, and installing more than 450 services. Premier has also been busy with distribution work in Wilmington, Washington Court House and Beavercreek, installing more than 200

residential and commercial services.

Miller Pipeline is looking forward to a busy year. It has been awarded a number of projects for Vectren. It will be installing 5,800 feet of two-inch, and 1,200 feet of four-inch plastic main, along with 172 services off of Salem Ave. in West Dayton. The company will continue with the project in the Oregon District of Dayton, installing 5,000 feet of two-inch plastic main and connecting 80 services.

Miller is also busy with distribution work in Highland and Fayette counties making connections to numerous residential and commercial services.

The staff is looking forward to what should be a good work season.

Please keep up with your certifications and attend the monthly membership meetings as often as you can. We thank the Executive Board, retirees and all of the members for making Local 18 the best!

District 3 members staying active



HELPING Spirtas demolish the (top) Pickaway County power plant is Leo Martin (below).



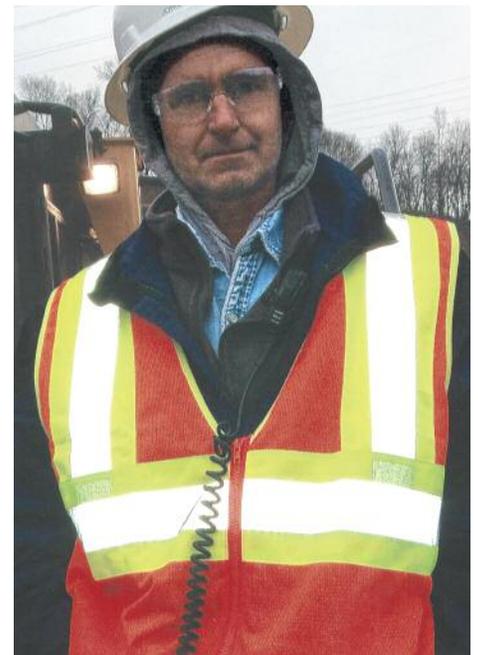
WORKING for Beheler in Marysville is Kelly Buckland.



IN Delaware County, Chris Jeffers is on the job for Mr. Excavator at Polaris.



STAYING BUSY for Contractors Rental in Circleville is Shawn Meyers.



GAVIN fly ash pond closure is keeping John Shriver (above) busy for Entact Environmental. (Left) in Hide-Away Hills in Hocking County, Larry Fast is on the job for Igel.

Additional D-3 photos on page 23

Keep Ohio's Heritage (KOH)

Continuing report by the KOH officers

By the time you read this article, hopefully the brunt of the winter will be behind us. Keep Ohio's Heritage continues its fight to PROTECT OHIO'S MIDDLE CLASS. We recently finished updates to the Protect Ohio's Middle Class website (www.protectohiosmiddleclass.com) with fresh information on the never-ending attack on workers' rights.

The new year has brought some major attacks on the working class in this country. In the FIRST legislative session of the year in Kentucky, the anti-worker lawmakers brought forward two bills attacking the middle class. HB1 was a Right-to-Work[®] bill and HB3 was a repeal of Davis Bacon prevailing wages on state-funded construction projects. Governor Matt Bevin wasted no time in signing these bills into law.

Governor Bevin says that Right-to-Work[®] laws actually create more jobs for union workers. He may be right, because in the future under Right-to-Work[®], most union workers will have to work TWO jobs in order to earn enough to support their families.

At press time, two more states were poised to become Right-to-Work[®] states – Missouri and New Hampshire. This is a disturbing trend that follows the pattern laid out by ALEC – the American Legislative Exchange Council – the political arm of the Koch brothers.

Speaking of ALEC – in West Chester Township in Butler County, two of the three trustees are attempting to make their township a Right-to-Work[®] township. These

trustees visited several ALEC-funded conferences in the months leading up to the meeting where they unveiled their plot.

The business reps and organizers from District 4/5 accompanied multiple members who live in West Chester Township to a special meeting to discuss Right-to-Work[®], and our members did an outstanding job explaining why Right-to-Work[®] is not only WRONG FOR WEST CHESTER, IT'S WRONG FOR ALL OF OHIO.

A big thank you to the following members and their spouses who attended the meeting. Mr. and Mrs. Steve Ackels, Mr. and Mrs. Tony James, Kevin Owens, Jennifer Denney and Vernon Willis. Mrs. Ackels spoke against RTW[®] and Mrs. James attended in hopes of speaking, but did not have the opportunity to do so.

The day following the meeting, Local 18 entered into a contract with a billboard company in West Chester Township to secure rental of a billboard to educate the residents of West Chester what their township trustees are up to.

The trustees said they needed to do Right-to-Work[®] in order to be competitive with states like Tennessee, West Virginia, Kentucky, Indiana and Michigan. A resident then asked the trustees if those states repealed the child labor laws in their state if that was something the trustees would be willing to do in order to compete. That's what Right-to-Work[®] is, a RACE TO THE BOTTOM to attract business.

The measure has been tabled for now by the trustees as they evaluate a decision

pending by the 6th Circuit Court of Appeals on a county-by-county measure in Kentucky.

As reported elsewhere in the safety report in this issue, of the 17 fatalities reported by MSHA in 2016, all but one were in RTW[®] states, with the average victim being 59 years old. Maybe the trustees of West Chester missed that statistic when ALEC gave them the talking points.

THANKS AGAIN to all the members who attend public meetings to protect the union way of life, and THANKS for attending the Labor History classes that are finishing up for the year across the state.

Please contact us if you hear any rumors about other places Right-to-Work[®] is popping up or if you have any suggestions on possible new designs or slogans to help spread the word.

IMPORTANT BYLAWS NOTICE

ARTICLE XV EXECUTIVE BOARD

Section 2

The three (3) members from each district referred to herein-above shall be nominated and elected by the membership of the district they represent. The provisions governing nomination and election shall be the same as applies to the election of Local Union officers.

In addition, the district he/she is nominated to serve must be his/her home district (district where their membership records are held) and, unless exempt under Article XIII, Section 7, they must have been continuously registered or referred to work from that district for one (1) year immediately prior to the month of nomination.

Medical review

by Lisa Cianciolo, MRO



What Is Drug Addiction?

Drug addiction is a chronic, often relapsing brain disease that causes compulsive drug seeking and use, despite harmful consequences to the drug addict and those around him or her.

Drug addiction is a brain disease because the abuse of drugs leads to changes in the structure and function of the brain. Although it is true that for most people the initial decision to take drugs is voluntary, over time the changes in the brain caused by repeated drug abuse can impair a person's self-control and ability to make sound decisions, and at the same time create an intense impulse to take more drugs.

It is because of these changes in the brain

that it is so challenging for a person to stop abusing drugs. Fortunately, there are treatments that help people counteract addiction's powerful disruptive effects and regain control of their lives.

Research shows that combining addiction treatment medications, when appropriate, with behavioral therapy is the best way to ensure success for most patients. Treatment approaches that are tailored to each patient's drug abuse patterns and any concurrent medical, psychiatric and social problems can help achieve sustained recovery and a life without drugs.

As with other chronic diseases such as diabetes, asthma or heart disease, drug addiction can be managed effectively. Yet, it is not uncommon for a person to relapse and begin abusing drugs again. Relapse does not signal failure. Rather, it indicates that treatment should be reinstated or adjusted, or that alternate treatment is needed to help the person regain control and recover.

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, doors prizes and refreshments for everyone.

SAFETY REPORT

Don't become a statistic!

As Brett LaFaso points out in the adjacent column, there have been no Local 18 accidents for some time. Fortunately, as a result with no local examples, he has had to go to the MSHA website to keep you apprised of the dangers that can befall you if you are not careful and watchful.

The National Institute for Occupational Safety and Health (NIOSH) also is concerned for your safety, pointing out that every year approximately 100 workers are killed and another 20,000 workers are injured in highway and street construction accidents. Data from the Census of Fatal Occupational Injuries reveals that 55% of these fatalities occur within the work zone itself.

Flaggers and workers on foot face the greatest risk of being struck by vehicles or construction equipment since they are often invisible to motorists or equipment operators. Those workers who operate construction equipment are most likely injured by collision, overturning equipment or being caught in running equipment.

Most highway work zone workers frequently operate in conditions involving low light, reduced visibility, poor weather or vehicle congested areas.

So, how can you protect yourself?

Following are some of the best safety tips a worker can adopt to protect himself or herself from a highway work zone injury or fatality.

- ✓ Wear high visibility garments, such as fluorescent or reflective clothing, arm bands, hats or vests.
- ✓ Be aware of all potential hazards, especially blind spots relative to moving construction equipment.
- ✓ Always look before you move from your position.
- ✓ Fully understand the channel lanes where walking is prohibited, where vehicles and equipment enter or exit, and the direction of all traffic in and out of the work zone.
- ✓ Use spotters while loading and unloading equipment.
- ✓ If acting as a spotter, know where you are expected to stand and confirm what hand signals are to be relayed to the driver.
- ✓ Before each work shift begins familiarize yourself with the communication signals to be used between equipment operators and workers on foot.
- ✓ Be aware of the swing area for equipment that uses buckets.
- ✓ Never stand under any suspended equipment like buckets, booms or arms.
- ✓ Ensure that all parking brakes are applied to any equipment, especially if you have to

continued on page 22



by **Brett LaFaso** Safety Director

We have been fortunate so far that we have had no Local 18 accidents in 2017. But, in an ongoing effort to educate our members about the hazards related to our industry, I have researched national sources to find fatal accident reports.

As I indicated last month, the most informative and complete source of information is the Mine Safety and Health Administration website. I have two such reports I wish to share with the Brothers and Sisters of Local 18.

On December 19, 2016, a 62-year-old front-end loader operator with six years of mining experience was fatally injured at a sand and gravel surface mine. The victim was engulfed by sand when he entered a hopper to remove a blockage. This accident occurred in Roberta, Georgia.

To prevent an accident of this type, do not enter any area with heaped material that could fall, attempting to achieve its angle of repose, burying anything in its path.

On September 21, 2016, a 52-year-old contract drill operator/mechanic, with more than 30 years of experience, was killed at a limestone mine while performing maintenance on a truck-mounted rotary drill.

At the time of the accident, the victim was attempting to remove the spindle cap from the

top of the drill head while standing on the drilling deck. The victim was using a modified pipe wrench in an attempt to loosen the spindle cap using the machine's drill rotation hydraulics by reaching into the operator's compartment.

As the victim activated the drill rotation lever, the wrench swung and struck him. The force of the impact knocked him against the operator's cab, denting the frame and breaking the side window while the rotating wrench pierced his abdomen. As the victim attempted to climb down an adjacent step ladder, he was observed falling to the ground and striking his head. The victim was transported to a local hospital and died later that day as a result of his injuries. This accident occurred in Dublin, Virginia.

To prevent an accident of this type, always follow the manufacturers recommended repair procedures. Never use tools that have been modified from the original manufacturers design without that manufacturer's approval as this may result in an unsafe situation.

Of the 17 fatalities reported by MSHA in 2016, all but one were in Right-To-Work states with an average age of the victim at 59 years old. This gives credence to the fact that in Right-to-Work states, you are less safe on the job. In addition, you will have to work later in life because workers in these states make less money, have less access to pensions and health insurance, and simply cannot afford not to work.

IMPORTANT BYLAWS NOTICE

ARTICLE XXIV FORMATION OF DISTRICT ADVISORY BOARDS

Section 1

The membership in a given district shall nominate and elect a District Advisory Board. The nomination and election shall be conducted according to the provisions of the Constitution governing the International Union of Operating Engineers, as such provisions may be applicable to a Local Union. The District Advisory Board shall consist of the District Representative, the business agents of the district, and one elected member representing each of the following elements or interests within the district: Local 18, Local 18A, Local 18B, Local 18C, Local 18G, Local 18S and Local 18RA, building construction, river and lake construction, heavy construction, paving construction, excavating construction, sewer construction, supply yard dealers, equipment dealers, state employees, county employees, city employees, sand and gravel employees, slag pit employees, scrap yard employees, and plant stationary maintenance engineers.

**Education, training, maintenance,
and following manufacturers recommended
repair procedures prevent accidents and
create a safe and healthy work environment.**

Winter still a busy time for D-4/5 members



NEW BIKE PATH in Sabina has (l-r) Keith Chandler, Ralston Foster and Daniel Cremeans busy for Foill Construction.



OPERATING asphalt rollers for Barrett Paving are William Meador (above) in Sidney and Russell Werring (below) in Vandalia.



REPAIRING asphalt rollers for McLean are Mike Lokai (above) and Micah Gregory (below).



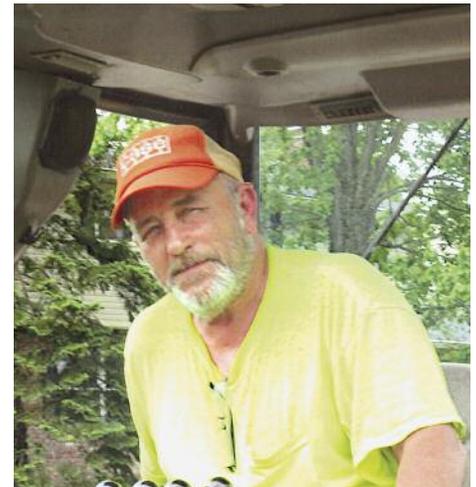
WORKING for Ohio CAT in Troy are Dakota Yount (above) and Scott Bodekor (below).



ON THE JOB for Rack & Ballauer in Lebanon is Corey Mock.



OPERATING planer for Donley Concrete Cutting on Keowee St. in Dayton is **Dustin Osborne**.



STAYING BUSY for R.A. Miller in Anderson Township is **Mike Sandlin**.



WORKING for R.B. Jergens at the Carter Hollow landfill (right) is **Frank Boyd** (left).



Health 4U continued from page 11

they talk about, and 19% admitted they go to the doctor so their significant other or loved one will stop nagging them (another stereotype proven!).

And, men are much more likely to chat about current events (36%), sports (32%) and their job (32%) than their health (only 7%).

The survey was issued as part of an educational campaign, whose goal is to get more men to tell their doctors about their health and take steps to prevent problems.

Everyone – men included – should exercise and eat healthy, two of the most important steps in living a healthy life. But given guys' reluctance to take proactive steps to monitor, report problems with, and inquire about their health, they need to try harder to follow these important preventive steps:

- **See your doctor.** Regular checkups can detect a number of different diseases that can threaten men's health, including prostate cancer, which affects one in six men. And don't be like 40% of men and wait until a problem or symptom becomes unbearable before having it checked by a physician.

- **Tell the truth.** Many men are uncomfortable mentioning to their friends, family or doctor any issues related to urology or sexual wellbeing. Not talking about it won't make it go away – and some issues like erectile dysfunction may indicate other health problems like blocked arteries or type 2 diabetes. Consider asking your doctor these questions.
- **Do your homework.** Too few men know the right age to be screened for various health conditions. Ask your doctor to determine a timeline for initial and regular screenings that's right for you, especially if you have a family history of a disease. Meanwhile, these are the ages when important testing should generally begin:
 - ✓ Colon or rectal cancer screening (age 50)
 - ✓ Prostate cancer (50)
 - ✓ Cardiovascular or coronary artery disease (20)
 - ✓ Blood pressure screenings (20)
- **Check yourself.** A monthly self-exam of your genital region can detect warning signs for treatable problems, such as testicular cancer. It affects one in 250 men, half

under age 35 – but is curable in more than 95% of cases. Early detection of bumps or other abnormalities is the first step to getting treated and cured.

- **Play it safe.** Always practice safe sex, and look for any bumps or warts in your genital region.

Prevention is paramount for a man's health and getting timely guidance from a doctor can keep a small problem from turning into a big one. Knowing the facts, being proactive, and taking advantage of the numerous advancements in healthcare can make all the difference in a man's quality of – and length of – life.

(Material in this article adapted from American Heart Association, Everyday Health, WebMD, Cleveland Clinic and the CDC, among others.)

The information contained in the above article is for educational purposes only and should not be relied upon as medical advice. It has not been designed to replace a physician's medical assessment and medical judgment.

New Hampshire RTW questionable?

Members of the state House are set to vote in two weeks whether to make New Hampshire the only Right-to-Work  state in New England.

The measure has passed the Senate and has the governor's support, but it's far from a done deal.

"A lot of people don't feel that it's necessary," said Rep. Martin Bove, R-Londonderry. "I know one of the arguments is that it would help jobs, but right now, we're looking for people."

Bove is one of several House Republicans who aren't sold on the merits of so-called Right-to-Work  legislation.

Supporters of such laws say it's unfair to make workers pay dues if they aren't joining the union. They also claim that it would make New Hampshire a more competitive state.

Opponents have claimed there aren't actually economic benefits to the legislation and said that Right-to-Work  laws are just attempts to weaken unions.

Democrats are in staunch opposition to the measure, and many House members are looking to Speaker Shawn Jasper to be the difference.

"There are razor-thin margins on the passage of this," said Rep. J.R. Hoell, R-Merrimack. "The speaker has the ability to influence those razor-thin margins. He can move a couple of votes necessary either way."

Jasper is on record as a Right-to-Work  supporter, and he said he is doing everything in his power to unify his majority behind it.

"We're looking at the political realities but trying to work to do everything we can to be supportive of it and to get the bill to pass," Jasper said.

Gov. Chris Sununu is ready to sign a bill into law, and he said it would be an important and early victory.

"Right-to-Work  isn't about getting rid of unions or adding unions or subtracting unions," Sununu said. "Right-to-Work  is all about the individual freedoms of the worker, so you can decide what path you are going to take, whether you join a union or not. It's really that simple."

Changed your address?

If you have moved and have not notified Local 18, please send your change of address to:

LOCAL 18
3515 PROSPECT AVE.
CLEVELAND, OH 44115

In order for you to receive a ballot for the upcoming 2017 Officers election, **WE MUST HAVE YOUR CORRECT ADDRESS.**

HELP US TO HELP YOU. Advise us if, and when, you move!

D1 Labor History class draws full house



Petitions filed *continued from page 5*

asked. "Missouri voters wanted to see the swamp drained, that means putting the power back with the people."

During initial debate in the Senate on Monday, a similar attempt by Sen. Jason Holsman, a Kansas City Democrat, proved futile.

The Senate bill differs from the House legislation with its inclusion of a grandfather clause protecting labor contracts negotiated

before the law takes effect, until they expire on their own.

Senate Minority Leader Gina Walsh said she hoped the Republican supermajority didn't try to "slam-dunk this and move-on."

"I just think we need to have a thorough discussion on this. And I don't think a thorough discussion is two hours on the Senate floor on a Monday night," she said.

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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!

Right-to-Work won't magically create jobs in Missouri

By David Nicklaus St. Louis Post-Dispatch

Backers of "right-to-work" legislation promise that it will make Missouri more competitive on the jobs front, perhaps even luring big new factories.

Don't hold your breath.

When Area Development, a magazine for corporate planners and site selection consultants, asked executives what they consider when locating a new facility, right to work wasn't among the top 10 answers.

Availability of skilled workers was No. 1, followed by highways and quality of life. Taxes, occupancy costs and environmental rules also ranked ahead of avoiding unions. Missouri's leaders have many things to fix, especially on the education and infrastructure fronts, before the state shoots to the top of companies' expansion lists.

Plenty of corporate decision-makers do dislike unions, which are weakened by laws that forbid compulsory dues payments. Republicans, who now control both the Legislature and the executive branch, have pledged to make Missouri the 28th state to pass such a law.

Will that make a difference in job growth? Numerous studies have attempted to answer that question, and the results are inconclusive.

Some researchers find a modest boost in job creation. Others find no effect. Some studies find that wages fall, while others find that total incomes rise – perhaps because business owners earn higher profits.

It's difficult to single out the effects of a single law. Southern states have grown rapidly over the last 50 years, but is that due to right to work or to population movement caused by the spread of air conditioning?

It's also hard to know which period to study. In the 1970s and '80s, manufacturing jobs clearly moved from strong-union Northern states to weak-union Southern ones. Is that still relevant in the last 15 years when the same sorts of jobs have been moving overseas?

Ken Troske, an economics professor at the University of Kentucky, has watched the debate in his state, which passed a right-to-work law this month.

"You continually hear from business leaders that it (the lack of such a law) was a big deterrent to locating here," he said. But "it's hard to make strong, definitive the impact of right to work based on empirical evidence."

Part of researchers' problem is a lack of changes to study. Idaho, Texas and Oklahoma were the only states to adopt right to work between 1964 and 2011. Indiana, Michigan, Wisconsin, West Virginia and Kentucky have joined them in the past five years. Perhaps data from those states – and Missouri – will eventually change the argument. For now, legislators are basing their decisions mostly on political calculus. Unions backed their Democratic opponents, so they'll weaken the unions.

"If you asked me what would you do to improve the state's economy, right to work would not be the first thing on the list," Troske said. "I would work on improving schools and the quality of the workforce, but those things are expensive and right to work is not."

The left-leaning Economic Policy Institute contends that right to work is, in fact, expensive for workers. One of its studies shows that the anti-union laws reduce wages by about 3 percent.

Ross Eisenbrey, an institute vice president, says claims of job gains amount to "smoke and mirrors. Really what it is about is weakening unions."

That's hard to argue with. Let's hope that after rewarding their backers with a right-to-work law, Missouri Republicans don't sit around and wait for jobs to magically appear. They'll need to tackle some much tougher issues if they really want to improve the state's economy.

Union blasts

continued from page 5

gaining unit are represented by the same union and covered by the same collective bargaining agreement with the same right to representation. The union is obligated to represent everyone, and it makes sense that everyone is therefore obligated to pay their fair share. In other countries, the system is different; in other countries, unions function at the national level and the federal government sits at the bargaining table to force management to agree to terms. In America, our labor relations are based on the idea that everyone benefits from the same union contract.

"Of course, the real agenda in Congress is to weaken the power of hard-working citizens by crushing the American labor movement. There's a bitter irony here: The far-right claims to support the newly-elected president's promise to first and foremost use the federal government to advance the interests of the American worker, but with this legislation they aim to wipe out the workers' most dedicated advocates.

"The best way to advance the interests of the American worker is to use collective bargaining to strengthen the voice of workers on the job. Defunding the entire structure of workers' voices will only hasten the decline of our standard of living. Shame on Reps. King and Wilson, and all those who sign off on legislation that will purposely harm American workers."

Congress introduces national RTW legislation

Republican lawmakers introduced legislation early in February that would prohibit workers from being required to support a union, making Right-to-Work  laws the national standard. If enacted, the legislation would be a major challenge for organized labor, which has long counted on union-management contracts that force non-members to pay regular union fees.

Reps. Joe Wilson, R-S.C., and Steve King, R-Iowa, sponsors of the legislation, said that joining a union should be the worker's choice.

King noted that "As early as 1947, Congress tacitly admitted that this concept of 'monopoly bargaining' does indeed violate the rights of workers. As a result, they allowed states to 'opt-out' if they passed right-to-work laws while making 'forced unionization' the default. Twenty-seven states have now done so, effectively mitigating the negative impact of this misguided federal labor law. However, the fact remains that Congress created the problem in the first place, and it is Congress's responsibility to correct it," he said.

The legislation would amend the National Labor Relations Act, the main federal law covering private-sector unions, and the Railway Labor Act, an earlier law that covers transportation industry unions. It would prohibit so-called "security clauses" that require all employees in a unionized workplace to join a union or pay one a regular fee as a condition of employment.

Union leaders hate the laws, which are associated with declining membership and depleted treasuries as workers opt out of membership. They argue that security clauses are fair because union collective bargaining benefits all workers. Prohibiting them serves to weaken unions, which hurts workers overall, they argue.

"Right-to-work drives down wages, raises the poverty rate and make us less safe at work. It's WRONG for working families," the AFL-CIO, the nation's largest labor federation, stated.

Wilson and King introduced a version of the legislation in 2015 but it went nowhere. They have reason to be more optimistic this time, as President Trump endorsed right-to-work laws during the campaign.

Resolution

Resolution Regarding Local 18's Promotion of Recruiting Armed Forces Veterans into the Membership Passed October 26, 2013

WHEREAS, Governor John R. Kasich, Executive Order #2013-05K, encourages training and employment of Armed Forces Veterans; and

WHEREAS, Local 18 has and desires to continue to support the Armed Forces Veterans as this order defines; and

WHEREAS, since September 11, 2001, more than 75,000 Ohioans have served in our Armed Forces, supporting combat operations in the Middle East; and

WHEREAS, recognizing that the skills learned, certifications earned and the discipline to follow instructions which has been instituted in every veteran that knocks on the door of our industry, is an asset;

BE IT THEREFORE RESOLVED that Local 18, through its Apprenticeship and Training Program, will continue giving extra credit to all veterans who apply to the Apprenticeship Program; and

BE IT FURTHER RESOLVED that Local 18 will, pursuant to Executive Order #2013-05K, continue its policy of giving credit for training and skills acquired in the service of the Armed Forces that are relevant to the skill set of an Operating Engineer and that such application procedure to acquire full membership be expedited as is legally possible.

Local 18/state are committed to helping veterans

In its ongoing program to help veterans become re-employed in civilian life, Local 18 has created a group of veteran services representatives throughout its jurisdiction. They are listed below.

For information about how to become a member of Local 18, just call the representative closest to your county. If you are a current Local 18 member, and are aware of any veterans seeking employment, please refer them to one of the representatives listed.

David Russell, Jr. (D-1)

(216) 432-3131 or toll free (800) 452-1526
Counties Served: *Ashtabula, Cuyahoga, Erie, Geauga, Huron, Lake, Lorain and Medina*

Brett LaFaso (D-2)

(419) 865-0221 or toll free (800) 952-5960
Counties Served: *Allen, Defiance, Fulton, Hancock, Hardin, Henry, Lucas, Ottawa, Paulding, Putnam, Sandusky, Seneca, Van Wert, Williams and Wood*

Robert Hughes (D-3)

(614) 486-5281 or toll free (800) 762-4070
Counties Served: *Athens, Crawford, Delaware, Fairfield, Franklin, Gallia, Hocking, Jackson, Knox, Lawrence, Licking, Marion, Meigs, Morgan, Morrow, Muskingum, Perry, Pickaway, Pike, Ross, Scioto, Union, Vinton and Wyandot*

Mike Young (D-4/5)

(937) 806-0406 or toll free (800) 452-1528
Counties Served: *Adams, Auglaize, Brown,*

Butler, Champaign, Clark, Clermont, Clinton, Darke, Fayette, Greene, Hamilton, Highland, Logan, Madison, Mercer, Miami, Montgomery, Preble and Warren. (In Kentucky) Boone, Campbell, Kenton and Pendleton

Preston Yuzwa (D-6)

(330) 784-5461 or toll free (800) 452-1529
Counties Served: *Ashland, Belmont, Carroll, Coshocton, Guernsey, Harrison, Holmes, Jefferson, Monroe, Noble, Portage, Richland, Stark, Summit, Tuscarawas, Washington and Wayne*

For additional information, and a direct link to the Ohio Department of Veterans Services, go to http://dvs.ohio.gov/veterans_homes/job_ops.aspx.

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.

New USDOT report highlights \$926B backlog

The U.S. Department of Transportation in a new "conditions and performance" report estimates that the backlog of needed highway and transit infrastructure projects has reached \$926 billion, and that many billions more will be needed in the next 20 years to keep up with demand.

The congressionally mandated biennial report "identifies an \$836 billion backlog of unmet capital investment needs for highways and bridges," the USDOT said, and \$90 billion more for transit systems.

Trump administration has plan

The Trump administration has described a plan to generate an estimated \$1 trillion in overall infrastructure investment over the next decade, much of it by incentivizing much more private spending on projects.

However, that total was for varied types of infrastructure and the USDOT report indicates that the backlog for highway and transit projects alone is nearly that great, separate from other transportation modes and from other types of infrastructure needs.

Elaine Chao, the new U.S. transportation secretary, told senators at her confirmation hearing that a task force will shape the details of its plan, in concert with members of Congress from both parties. She also indicated support for added direct federal funding as well as private finance.

At the time the report was released, then *continued on page 21*

We go to the 'Matt'



OPERATING an end loader at KMI's Independence Rd. asphalt plant is Matt Grills, inadvertently misidentified in the January Buckeye.

ORGANIZING REPORT



by **Scott Stevenson** Director of Organizing

Spring is just around the corner and with it comes another great year of work opportunities for you and the rest of Local 18's membership.

Along with that come many new and interesting avenues for us to continue and expand our organizing efforts, working toward our goal of 100% market share in Local 18's jurisdiction. Organizing enables us to continue to create new job opportunities for you and also brings in new members to keep our local strong and steadily growing.

Last year was a milestone year for Local 18's organizing efforts. Since we began organizing approximately 12 years ago, together we have now signed more than 750 new contractors who had never signed before to one of our agreements. These new contractors have allowed us to create new opportunities for you to work, and replace those that have been lost when other contractors left the area or closed down. This has all been accomplished, thanks to you.

It all is a result of a combination of your skills and professionalism, your input and tips,

and your continuous support whether it is by attending community meetings, sending letters or contacting your representatives.

In addition to continuing to work to increase job opportunities in our normal scope of work, we must continue to expand into new areas. As new technology develops, our ability to sign more contractors and create new job opportunities develops as well. If you have an idea or learn of new technology that you feel should be included in our work scope, please let us know.

The following is a partial list of new contractors that we have signed since the last organizing report:

- Quality Saw and Seal
- Ward and Burke Micro Tunneling
- A-Crane Rental
- B-Sealed
- Fisher Excavating
- Tri-State Sweeping
- QSP Utility Service

Thank you to all our members and staff who contribute to the success of Local 18's Organizing Department.

Pension benefits go to 22 members

Twenty-two Local 18 members have qualified for retirement benefits. They include:

District 1

David S. Trottier (early retirement); Dennis C. Nickoli (normal retirement) and Michael D. Cobb, Joint & Survivor (normal retirement).

District 2

William E. Dell, Joseph D. Harrison, Douglas J. Instone and Steven R. Newton (early retirements); Timothy L. Hoyer and Guy R. McEwen, Joint & Survivor (normal retirement).

District 3

Robert D. Davidson and Mark A. Ulery (early retirements); Michael D. Norris and Avery D. Osborne, Joint & Survivor's (normal retirements) and Kenneth W. Clifford (disability).

District 4/5

Walter Jackson (normal retirement) and Michael L. Burns, Joint & Survivor (normal retirement).

District 6

Patrick L. Crotty and Terence A. Gradisher (early retirements); Victor E. Alley, Jr., Robert D. Moss and Loren N. Wingert, Joint & Survivor's (early retirements) and Scott A. Martin (disability).

New US DOT *continued from page 20*

U.S. Transportation Secretary Anthony Foxx said the new conditions report shows that "we have an infrastructure system that is fundamental to the nation's economic health, and it needs greater attention and resources."

He added that such investment pays off, since "improving our nation's roads, bridges, and transit helps create jobs, connects communities and ensures that our nation is equipped for the future."

The report indicated that addressing the growing highway investment backlog while still meeting other needs as they arise over the next two decades will require \$142.5 billion annually in combined transportation spending from state, federal and local governments.

By comparison, in 2012 – the most recent year in which the report's data were available, those federal, state and local governments spent a total of \$105.2 billion on such infrastructure, the USDOT said, or "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 Fed-

eral 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 also said \$26.4 billion is needed per year to improve the condition of transit rail and bus systems, but said in 2012, total spending to preserve and expand transit systems was \$17 billion.

"If transit investment is sustained at those levels, overall transit system conditions are expected to decline over the next 20 years, and increasing the transit system preservation backlog from an estimated \$89.8 billion to \$122 billion," the announcement said.

"This report shows the impact of the lack of investment in infrastructure," said Acting Federal Transit Administrator Carolyn Flowers. "The results of that neglect can be seen throughout our country as both reliability and safety suffer. We must increase investment in public transportation nationwide, because we must take immediate action to bring our transit infrastructure into a state of good repair and provide the world-class service that Americans deserve."

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.

IN ALL DISTRICTS:

ADVISORY BOARDS WILL MEET

1st MONDAY OF EACH MONTH.

MEMBERSHIP WILL MEET

2nd MONDAY OF EACH MONTH.

Sen. Brown notes Ohio's priorities in repairing infrastructure, creating jobs

U.S. Sen. Sherrod Brown outlined Ohio infrastructure priorities late in January as he joined his Senate colleagues in releasing a framework for rebuilding and repairing the nation's infrastructure while creating millions of construction jobs.

Brown helped draft a proposal, "A Blueprint to Rebuild America's Infrastructure," he and his Democratic colleagues released. It aims to start the conversation about how the \$1 trillion President Donald Trump has promised to invest in American infrastructure would improve the nation's transportation, water, housing and community infrastructure while creating thousands of construction and manufacturing jobs in Ohio.

"President Trump promised a \$1 trillion investment in American infrastructure, built with American iron and steel and made by American workers. This blueprint would hold the President accountable for keeping that promise – and we stand ready to work with him to make it a reality," Brown said. "It's time to put Ohioans to work rebuilding our bridges and roads, eliminating lead from older homes, and upgrading our water and public transit systems, and building broadband networks that businesses need to operate in today's economy."

Ohio has one of the nation's largest interstate systems and a major public transit network that would benefit from nationwide investment in infrastructure, the Senator said.

- Ohio has the nation's fourth largest interstate system with 6,700 lane miles.
- Ohio's public transportation agencies serve over 300,000 passengers every weekday.
- Nearly a quarter of Ohio's bridges are structurally deficient or functionally obsolete.
- An estimated 109,000 Ohioans work in highway construction in the state.
- An estimated \$14 billion will need to be spent to keep Ohio's wastewater systems up to date over the next 20 years.

During a conference call, Brown highlighted several priorities for Ohio that could be addressed through the new proposal:

Buy America: The plan would apply Buy America to all taxpayer-funded public works and infrastructure projects to ensure that American tax dollars support American materials and jobs.

In January, Brown introduced legislation to this effect and he wrote to President Trump urging him to make this a priority in his first 100 days.

Fixing Ohio roads and bridges: The plan calls for \$210 billion for road and bridge repairs and \$200 billion for a Vital Infrastructure Program (VIP), which would direct money toward projects of critical national significance.

Updating outdated sewer systems: The plan calls for \$110 billion to modernize outdated water and sewer systems.

According to a recent report to Congress, Ohio needs more than a \$14 billion investment in its clean water systems over the next 20 years.

Improving public transportation: The plan calls for \$130 billion to replace and expand rail and bus systems.

Sixty percent of Ohio's buses will need to be replaced over the next 10 years, an expense of \$750 million, Brown said. Cleveland's rail system alone would require \$400 million to replace its fleet of rail cars and repair its tracks.

Eliminating blight & lead hazards: The plan includes \$100 billion to address affordable housing challenges, eliminate blighted properties that bring down local property values, and remediate lead hazards that put children at risk of lead poisoning.

Rebuilding America's Schools: The plan includes \$75 billion to help modernize America's schools without burdening local taxpayers.

Industry groups seeks long-term revenue stream for Highway Trust Fund

A coalition of hundreds of state and national industry groups have called on President Trump to include a dedicated, long-term revenue stream for the Highway Trust Fund in his upcoming infrastructure investment plan.

They also told Trump that while private investment can help finance more projects, it cannot replace the role of public funding through the trust fund.

The group – which included the National Association of Manufacturers, Associated General Contractors of America, American Association of State Highway and Transportation Officials and U.S. Chamber of Commerce – made its case in an early February letter to the president that the coalition also sent to members of Congress.

The signers told the president that "as a broad coalition representing a vast cross section of our economy, we all agree that our nation's infrastructure systems are insufficient to support American competitiveness. New investment is required to improve upon the stopgap efforts of the last decade."

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IN MEMORIAM

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

LM Vernon Benschoter (D-2)	Dec. 8
LM Raymond Bechtel (D-1)	Dec. 27
LM Norman Yager (D-2)	Jan. 1
LM Eddie Amburgey (D-3)	Jan. 5
LM G. Ronald Emerick (D-6)	Jan. 5
LM Lawrence Gohring (D-3)	Jan. 5
Leslie Owens (D-4/5)	Jan. 7
LM Charles Duvendack (D-2)	Jan. 8
LM Alfonzo Smith (D-1)	Jan. 8
LM Paul Craig (D-4/5)	Jan. 9
LM Donald Richards (D-2)	Jan. 11
LM Dale Shumaker (D-4/5)	Jan. 12
Daniel Reidel III (D-3)	Jan. 14
LM William McCutcheon (D-3)	Jan. 15
LM John Kirk (D-4/5)	Jan. 18
LM James Matson (D-4/5)	Jan. 18
Ralph Malone (D-6)	Jan. 19

Don't be a statistic continued from page 15

temporarily exit the vehicle. In addition, all vehicles parked on inclines should have adequate sized chocks placed under their tires.

- ✓ Do not operate any vehicle, especially rollers, on an incline without wearing a seat belt.
- ✓ Never approach any machinery without signaling the operator to shut down the equipment and receiving an acknowledgment in return.
- ✓ Avoid riding on any moving equipment like rollers or similar equipment. Equipment operators should never move equipment without making visual eye contact with all workers on foot in their vicinity.

✓ Flaggers should understand the traffic flow, work zone set up and the proper placement of traffic channeling devices.

✓ Flaggers should maintain ample distance from other highway workers so their role can be distinguished by passing motorists.

✓ Flaggers should ensure they have good sight communication or two-way radios to communicate with their counterpart at the other end of the vehicular stream.

Always think safety and be aware of your surroundings. Never assume that equipment operators or motorists outside the work zone have spotted you and will slow down or stop.

Industry groups

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Much of the letter dealt with the signers' view that Congress and the president need to include a long-term fix to the Highway Trust Fund, which currently depends on large transfers of general revenues to cover a persistent gap between its dedicated excise tax receipts and authorized spending on highway, transit and multimodal projects.

Because of that revenue gap, before Congress passed a five-year surface transportation bill in 2015, it had gone through years of stopgap funding measures, which spread project planning uncertainty among state departments of transportation, transit agencies and others in the industry.

"An infrastructure initiative led by your administration," the letter said, "is a generational opportunity to end the cycle of uncertainty that has plagued America's infrastructure network, and usher in a new era of stability and improvements we so desperately need."

It said, "at the same time, your administration and Congress must restore solvency to the Highway Trust Fund to ensure that the federal government can maintain a state-of-the-art infrastructure system. This will require a commitment to a long-term, reliable, dedicated, user-based revenue source for the Highway Trust Fund and the effective surface transportation programs it supports."

The group said although recent surface transportation laws "greatly improved the effectiveness and efficiency" of the federal programs they cover, they did not fix the trust fund's long-term solvency beyond 2020. Unless the trust fund is fixed before then, they said, policymakers will have to either pass additional short-term stopgap measures to prop it up or find major budget offsets.

"Absent long-term stability for the Highway Trust Fund," they wrote, "many projects critical to the efficient movement of people and goods have the real potential to be backlogged or never built. Further, mounting deferred maintenance could cause current infrastructure to fall into an even greater state of disrepair."

Noting that administration officials have talked about enticing more project spending by private investors to help finance the investments, the group said "it is critical that your infrastructure plan not only encourages greater participation from the private sector in infrastructure projects and reduces needless red tape, but also provides real revenue for the Highway Trust Fund that will help the users and beneficiaries of America's transportation and freight network. Private financing, while important and needed, cannot replace the role of public funding and federal leadership."

Additional D-3 member photos



WORKING for Shelly & Sands in Muskingum County are Ben Congrove (left) and Brett Ginn (below).



ON THE JOB for Selinsky Force at its Muskingum County substation is Dave Rimar (D-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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Experiments with technology on Ohio roads

Ohio wants to experiment with changing highway speed limits based on traffic and road conditions at different times during the day in addition to developing "smart corridors" to test driverless vehicles.

"We're confident that computer sensors will not fall asleep, shave, put on lipstick, text, or drive drunk," Anthony Yacobucci, chief engineer for the Ohio Turnpike and Infrastructure Commission, told a House Finance subcommittee.

Gov. John Kasich's \$7 billion, two-year transportation and public safety budget is fueled largely by motor-fuel taxes, federal funds and borrowing by the state and turnpike. It is separate from the state's broader general revenue budget and had to reach the governor's desk by April 1, so the state spending can start with the advent of the next fiscal year on July 1.

Starting in 2018, the Department of Transportation wants to test the concept of varying speed limits and temporarily opening a road's shoulder as an added lane during rush hour – starting with an experiment on I-670 in Columbus.

"Through the years we have shown that we cannot just build our way out of congestion," state Transportation Director Jerry Wray told the transportation subcommittee. "We are spending over 90% of our capital construction dollars on preserving and maintaining what we already have. Using technology, we can operate our system more efficiently and achieve better results."

I-670 is a seven-mile, commuter corridor into downtown Columbus, linking the I-270 beltway on the east to I-70 to the west of downtown.

"During peak hours on many Ohio highways, excessive starting and stopping of motorists results in waves of backed-up vehicles and the potential for increased accidents," Wray said. "It has been proven that during high periods of demand on roadways, a temporary, slower speed limit results in a smoother and more even flow of traffic."

ODOT, however, only has the authority to vary speed limits in school and work zones. The Ohio Turnpike has such authority but has not taken full advantage of it.

Of its \$7.8 billion, the budget would provide \$6.5 billion for ODOT, 86% of which goes toward construction projects. The Department of Public Safety would receive nearly \$1.2 billion.

Governor Kasich had announced plans to invest in "smart" road technology, installing fiber optics and roadway sensors on a 35-mile stretch of U.S. Rt. 33 from Dublin, northwest of Columbus, to East Liberty where an independent transportation research center is located near the Honda plant.

Kasich hopes technology that monitors, reports, and records congestion and roadway conditions in real time will help to make the state a leader in testing driverless vehicles.

The budget would add I-90 north of Cleveland and the I-270 Columbus beltway to the smart-corridor menu.

The 241-mile stretch of the Ohio Turnpike would largely use fiber-optic technology. It plans to begin using "connected vehicle technology" between Berlin Township in Erie County and Streetsboro in Portage County to send data to managers about the usage of 40 toll-road maintenance vehicles.