



Volume 5, Issue 2
June 2017

IUOE Local Unions 178, 234,
406, 450, and 627

North American's Biggest
Crane Owning Companies
More on page 4.

1. Maxim
2. All Erection and Crane Rental
3. Lampson
4. Bigge Crane and Rigging
5. Mammoet
6. TNT Crane and Rigging
7. Barnhart Crane and Rigging
8. Buckner HeavyLift
9. NCSG Crane and Heavy Haul
10. W.O. Grubb

Included in this Issue:

Big SE LA Project	2
Dakota Access Pipeline	2
RTW History	3
Fighting RTW in MO	3
Labor Shortage Continues	4
\$1 Billion Project in Irving	4
Kayak Fishing	5
Hunter Safety	5
Maxim Expands	6
Funding the Infrastructure	6
More on Infrastructure	7
New Manitowoc Jobs	7

Check out our website -
craneindustryunited.org

The Hoisting News

*A Labor Publication for Crane and
Rigging Professionals*

Crane Rental Market Looks Good

American Crane and Transport recently convened their 2017 annual crane roundtable. The discussion panel brings together industry leaders from all over the United States. This year's panel included executives from Ness Campbell Crane in the Pacific Northwest, Tim's Crane and Rigging from Georgia, and Imperial Crane based out of Illinois.

ACT presented the panel with several questions about the state of the rental industry.

When asked about the current demand for crane services in their respective regions, all three responded that business was good. John Anderson from Ness said that work has been good in the northwest for the last two years. Kris Skinner, VP for Ken's, noted an increase in solar panel installation and infrastructure projects. B.J Bohne, CEO of

Imperial said the construction market remains healthy, and so is crane rental demand.

The most in-demand cranes varied across the regions, with each company executive reporting different classes of cranes as being both the busiest and slowest to rent.

When asked what types of projects they are seeing most often, all three companies reported a wide range. Refinery work, day-to-day rentals, plant maintenance, wind farm work, roads, bridges...it seems all areas are pretty busy.

All three industry leaders said that rental rates are very competitive right now, with some companies in all areas trying to increase market share with very low rates. As Bohne put it, "*some companies are almost giving away work.*"

Both Anderson and Skinner

noted that one of the biggest challenges coming up is the shortage of qualified workers. Bohne said that the Chicago market has become increasingly competitive with more equipment moving into the area.

Ness and Imperial both plan on additional crane purchases this year. Skinner said TJ's will review their needs and make a decision on new crane purchases in the middle of the year.

Fortunately, in terms of providing qualified, trained operators, the IUOE can assist companies nationwide with their needs. With over 1000 instructors at hundreds of training sites and a new national training center being built near Houston, the IUOE will be training the next generation of operators, just as we have done for over 100 years.

The "Working Families Flexibility Act"

Republicans in the House recently passed what they called the "Working Families Flexibility Act". That sounds nice and friendly, huh?

Of course, Right-to-Work also sounds like a good thing until you see how it actually harms working people. This bill is the same sort of thing...a wolf in sheep's clothing.

The bill would make it allowable for private employers to offer comp time to employees

in lieu of overtime pay. So, instead of 1.5X pay for your overtime hours, you'd have the option to get 1.5 hours of time off. This exchange of pay for time off is said to be voluntary...agreed upon by worker and employer.

The notion that this will be "voluntary" is where an issue will come forward. First, realize that giving time off instead of 1.5X pay will be cheaper for employers. Has anyone ever been pressured to do something by their em-

ployer? Ignore a safety issue...work off the clock...ignore a regulation?

Of course this happens. Why should we think this would be any different? And remember, for most people without unions, their employment is already "at will". They can be fired for any reason or no reason at all. You can undoubtedly connect the dots here. This legislation will create opportunities for abuse.

Natural gas is better distributed than any other fuel in the United States. It's down every street and up every alley -
T. Boone Pickens

The result was clear. Both rail and pipelines are quite safe, but pipelines are without a doubt the safest way to transport oil and gas. - The Fraser Institute

Phillips 66 Moving Away from Gasoline?

After Phillips 66's recent annual shareholder's meeting, its top executives signaled that the company might move away from refining and gasoline and increase their pipeline and chemical businesses.

CEO Greg Garland and President Tim Taylor cited the falling demand for gasoline and the vast amount of available and inexpensive natural gas which can be used as feedstock for chemicals and plastics.

The company plans to take advantage of the extraordinarily low natural gas prices in the United States, particularly

from the Permian Basin area in West Texas. Natural gas is currently selling for about \$3 per million British Thermal Units, which is about 1/2 price from what it was in 2014.

As far as Americans using less gasoline, Garland cited several reasons. Millennials are driving less, using ride sharing services like Uber, and driving more fuel efficient vehicles. Likewise, even in the larger vehicle and truck markets, fuel economy is going up.

Phillips 66 has already begun their process of expanding in

pipelines and chemicals. It has opened or expanded facilities in Old Ocean, Cedar Bayou and Freeport Texas. And as mentioned in the Dakota Access Pipeline article, Phillips is a part owner of that network.

In March, they announced plans to build a 450,000 barrels per day pipeline from the Permian to Odessa.

The executives made it clear, they see the future of Phillips 66, one of the nation's biggest refiners, to be in plastics and chemicals, not gasoline.

\$800 Million LNG Project Planned in Southeast Louisiana

There are several major LNG related projects along the Gulf Coast...some completed, some under construction, and some just being planned. Let's add another one to the list!

Energy World USA operates a facility in Port Fourchon LA and has announced plans to expand with an \$800 million liquified natural gas and export terminal.

The main facility plant will produce 2 million tons of LNG per year for export and an adjoining facility will produce LNG for offshore supply boats.

"While it is still very early in the planning and regulatory process, we are excited to be able to tell the community and

our tenants about this potential opportunity to continue to keep Port Fourchon at the very cutting edge of the oil-and-gas services industry," said the port's executive director, Chett Chiasson.

"We feel that this is a great addition to the suite of vessel services that are offered by our tenants and greatly enhances our capability and versatility as the premier services hub for the oil and gas industry," Chaisson said.

The plan is for LNG produced at the facility to be exported to locations in the Asia-Pacific region to fuel gas-fired power plants. In the long term, they would like to expand exports to Jamaica and the Caribbean.

The proposal first has to receive the approval from various state and federal regulatory agencies. The Port Commission, Coast Guard, and eventually the Federal Energy Regulator Commission will all be involved in the review process.

Energy World recently delivered a 950-foot long LNG tanker to its new 2 million ton-per-year facility in the Philippines. That plant will be a model for their proposed development in Louisiana.

Construction of the facility will likely not start for a couple of years and the estimated workforce needs were not yet available.

Dakota Access Pipeline Ready

The \$3.78 billion 1,172 mile Dakota Access Pipeline is about ready to start transporting crude oil from the Bakken Shale in the Dakota's to Peoria, IL.

Near Peoria, it connects to the Energy Transfer Crude Oil Pipeline, a converted 788 mile natural gas pipeline that

will bring the oil to the Gulf Coast.

Once the oil starts flowing, the Dakota Access is expected to transport 470,000 barrels of crude oil per day, though that might eventually increase to 570,000. This maximum capacity would be about 1/2 of the total current

output in North Dakota.

The Dakota Access and Energy Transfer Crude pipelines are owned by Energy Transfer Partners, Phillips 66, Enbridge, and Marathon Petroleum Corp.

Construction of the pipeline created a lot of well-paying jobs.

History of Right-to-Work

To understand Right-to-Work's history one must look at the Wagner Act and the Taft Hartley Act.

The Wagner Act (Officially the National Labor Relations Act) was passed as part of FDR's Second New Deal legislation. This legislation essentially created a blueprint for US labor relations. It guaranteed workers the right to unionize, engage in collective bargaining and strike if

necessary. It also established the National Labor Relations Board to oversee this. In the 12 years that followed, millions joined labor unions.

The Labor Management Relations Act of 1947 (Taft-Hartley), amended sections of the NLRA to prohibit the "Closed Shop" (workplaces where union membership was required to be hired), and to allow states to individually ban "union

shops" (Workplaces that required one become a union member after hire) and "agency shops" (workplaces where one must pay a representation fee, but is not required to join the union).

States, mostly in the South, immediately began passing these laws after the Taft-Hartley legislation. And big business was and continues to be thrilled about it.

Missouri Fighting Right-to-Work

When Chris Koster conceded the Missouri governor's race to Eric Greitens last year, it sealed the deal on Missouri becoming a right-to-work state. Greitens campaigned on getting the law passed and with a huge republican majority in the Missouri legislature, they made it priority #1 this passed February.

The new law also empowers prosecutors and the MO Attorney General to criminally charge anyone who violates the right-to-work law.

However, just because right-to-work has been passed by the legislature, it doesn't mean that the fight is over. Unions in the state are currently gathering petition signatures from registered voters to put right-to-work to a direct vote on the November 2018 ballot.

In order to make that happen, they need to gather about 90,000 signatures from voters in at least six of the eight MO congressional districts.

If they are successful in their

signature gathering, then the implantation of RTW in Missouri (scheduled for August) would be delayed until it is put a vote by the people.

Big business and republicans will undoubtedly fight this effort. However, one has to question: in a democratic society, how can one argue against allowing the citizens of a state to vote on whether or not they would like something to be implemented that will impact their livelihood?

Study on RTW State Wages vs. Non-RTW State Wages

The Economic Policy Institute released an updated study on the differences between Right-to-Work states and non-Right-to-Work states in 2015.

They found that workers in Right-to-Work states on average earn less than employees in other states. Some of their stats, in 2014 dollars:

- 7.3% of workers in RTW states have the benefit of a union contract.
- 17.5% of workers in other states have a union contract.
- The average hourly wage in RTW states was \$20.66 an hour.

- The average hourly wage in non-RTW states was \$23.93 an hour.
- The median wage in RTW states was \$15.79 an hour.
- In non-RTW states the median wage was \$18.40.

Obviously, one can not draw conclusions from simply looking at one criteria. Just because RTW states are also lower wage states does not absolutely mean that RTW causes that wage drop...however, it is likely not just a coincidence.

Union households generally earn more in wages, have

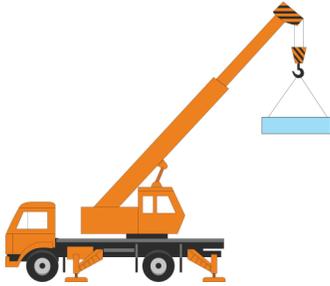
better benefits, and a more secure retirement than non-union households. And since right-to-work legislation does exactly what it is designed to do...weaken unions and reduce membership, it makes sense that RTW states have lower wages than non-RTW states.

It should be noted that union workers in RTW states do generally earn more than non-union workers in those states. So, while it is crucial for us to elect politicians who oppose RTW, it is equally important for workers to form unions and stick together, regardless of if a state passes a right-to-work law.

In our glorious fight for civil rights, we must guard against being fooled by false slogans, such as 'right-to-work.' It provides no 'rights' and no 'works.' Its purpose is to destroy labor unions and the freedom of collective bargaining - Dr. Martin Luther King, Jr.

**PROUD
to be
UNION**

2017 ACT Top 100 Crane Owning Companies



The June issue of American Crane and Transport contained their 12th annual Top 100 North American crane owning company list.

The list is generated from returned surveys sent out to close to 500 crane and rigging companies.

The publication found that the top 100 crane owning companies employed almost 30,000 workers. They have 697 individual branches. While about 2/3 of the top 100 are regional operations, there are 31 that identify as national and 13 as worldwide.

These 100 companies own about 14,679 mobile cranes and almost 3,000 crawler cranes.

For the 12th time, Maxim Crane Works is the largest crane owning company in North America. ACT actually had to estimate some of Maxim's numbers as the company has made a couple of significant acquisitions lately (Amquip and Essex Crane). ACT estimates that Maxim has a total of just over 3,000 cranes currently.

All Crane is number two on the list again, with about 2,300 cranes and 1,500 employees at 38 branches.

Numbers 3,4, and 5 are mostly unchanged as well, Lampson, Bigge, and Mammoet. Though Bigge and Mammoet did swap places from a year ago.

TNT Crane remained at

number 6 on the list with 1,500 employees at 43 branches. They claim 621 cranes.

Buckner Heavylift Cranes made a big jump from 2016-2017, moving from number 15 to number 8. While Buckner does not have as many cranes or employees as others in the top 10, they have many large capacity cranes, which moves them up.

Another big mover on the list is Canada's Entrec Corporation. It went from number 24 in 2016 to number 11 this year.

Others in the top 10 are Barnhart (7), NCSG (9), and W.O. Grubb (10).

Labor Shortages Continue

The New York Times recently highlighted the nation's worker shortage. They noted that in a number of states the problem is not a lack of jobs...but a lack of employees to staff the work.

The article in the Times highlighted the exceedingly low unemployment rate found in Utah. They noted that only 3.1% of eligible workers were unemployed in the state. In a survey of 388 nationwide metropolitan areas it was found that about 1/3 of them

had unemployment rates below 4%, with some coming in below 2%.

These sorts of stats are contrary to President Trump's message that the economy will grow faster by cutting regulations and taxes. The problem is not that companies aren't willing to spend money or that they are wary of regulation, but that they simply can not find enough workers.

While it is maybe slowing

our economic growth, this shortage is generally good for workers though. With fewer employees to select from and more competition for skilled workers, wages often go up. Hopefully, since wages have been largely stagnant in many industries for years, employers will realize that the only way to staff those jobs or expand their company may be to increase wages and benefits.

*Clearly,
apprenticeships are a
win-win: They
provide workers with
sturdy rungs on that
ladder of opportunity
and employers with
the skilled workers
they need to grow
their businesses -
Thomas Perez*

\$1 Billion Project set to Start in Irving, TX

Verizon and KDC are set to begin construction of their \$1 billion Hidden Ridge development near Irving Texas.

The project will include offices, retail space, apartments and hotels on a 100 acre site. The land has been owned by Verizon for some time and is across the street from a current corporate campus.

The new location will also include a new DART station that will connect to the Dallas/Fort Worth Airport and to downtown Dallas.

Pioneer Natural Resources, an energy firm, will be the anchor tenant for the development. They are already based in Irving and will move about 1,100 people to their new 750,000 square foot facility at

Hidden Ridge.

There will be a total of over 2,000,000 square feet of office space.

This development shows the increasing desire of companies to operate in a mixed-use type development where employees can live, work, shop, and play.

The Outdoor Corner

Saltwater Fishing on a Budget

A new 20-foot Grady White center console will set you back a bit over \$60,000. Even a ten year old lesser known brand boat might cost you around \$20,000. Luckily, if you live on the gulf coast (or travel there), there are opportunities for you to engage in some coastal saltwater fishing for much, much less.

We're talking about doing a little kayak fishing for reds and speckled trout. Sporting goods stores have mid-range fishing kayaks for less than \$500.

Fishing from a kayak may not be quite as glamorous or comfortable as doing it from a \$60,000 Grady White, but it does provide some benefits that you just can't get from a larger boat.

For one thing...portability and ease of use. Going on a big saltwater fishing trip requires quite a bit of planning. Is all of the equipment loaded? Do you have to stop for ice or to

put \$100 in gas in the boat? Are your trailer lights working? Are the batteries charged? Are the live-well and bait wells working?

With a kayak, you can pretty much just throw it in the back of the truck with a couple of rods and the tackle box and head for the water. It can be the difference between spending an hour or two the day before or just getting up and heading out.

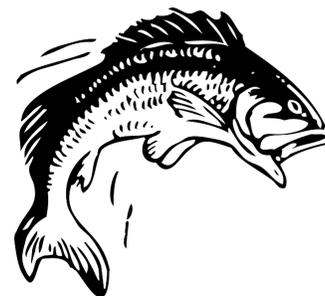
And speaking of portability....anyone work out of town, maybe near the gulf coast? If you tow your travel trailer from home to your work location, you probably don't have the ability to bring along your boat. But, a kayak can fit almost anywhere. Sure, you'll probably be working almost all of the time...but maybe a free evening here or there, or a random day off? Why not try to get in some fishing?

Also, in terms of the fishing experience, it's one thing to be sitting in a comfortable padded

seat 4 feet above the water and a completely different one to be basically sitting in the water with the fish. When you hook an eight pound redfish from a 20 foot boat, you can basically just crank her in, assuming you are using strong tackle and line. But in a kayak, you'll end up chasing that medium sized redfish all over the bay as it tows you and your vessel around.

Yeah, there are some obvious limitations to fishing from a 10 foot kayak. Storage will always be an issue. You might be used to bringing along 10 different rods, all rigged up for particular fishing situations. If you fish from a big boat, you likely have multiple tackle boxes and maybe a selection of live and frozen bait. Neither are going to happen from a kayak. Likewise, stretching your legs in a kayak means going ashore for a walk.

However, for less than \$1000 (for kayak, tackle, and safety gear), you can gain the ability to hit the water anywhere when you have a few spare hours.



Hunter Education in Oklahoma

Hunting shares some similarities with engaging in any number of skilled trades. In order for you to do either, you have to be trained and understand the risks and responsibilities that come with the activity.

Oklahoma provides both online and live class versions of its hunter safety training. The online course is available 24/7 and once it is completed the user can print their own safety card. The classroom version is normally done on a Saturday and lasts from 8-5. The OK Wildlife Department's website lists over a dozen classroom courses this year. Both the online version

and the classroom course are free of charge.

Here are a few Q&A's from the Wildlife Department's website. Stay safe out there.

Is there an age limit?

Students under the age of 10 may attend a hunter education class, but will not be allowed to take the test or get a card.

What is Hunter Education?

Hunter education covers a variety of topics including firearms safety, wildlife identification, wildlife conservation and management, survival, archery, muzzleloading and hunter responsibility. It is available online, 4-hour home

study, or an 8-hour traditional course.

Why Hunter Education?

Over the past 40 years, hunting related accidents and fatalities have declined by more than 70 percent in Oklahoma. Mandatory hunter education courses have not only reduced accidents within Oklahoma, but also in every state and Canadian province with similar programs.

There is no specific age requirement to enroll in hunter education but the minimum recommended age is 10. Oklahoma's hunter education program is recognized in all states as well as in Canada and Mexico.



Maxim Adds New Orlando Area and Tampa Locations

Maxim recently opened two new Florida locations.

According to CEO Bryan Carlisle, *"The Florida region is one that we have focused on since the early 1980's. We have continued to invest in the region organically and through acquisitions (Amquip and Crane Rental Corp.)"*

Carlisle continued, *"Between our acquisitions and organic growth, Maxim has added over \$100 million of cranes to the state of Florida over the past 24 months and we are excited to continue our focus on providing the region with the best people and equipment available,"* said Carlisle.

Specifically, Maxim has expanded its Heavy Transportation and Rigging division with a new Bithlo facility (about 20

miles East of Orlando). The new 15 acre yard has inside and outside storage for heavy hauling and lifting equipment. The facility will be set up with Goldhofer trailers, gantries, strand-jacks, cantilever beams, jack and slide systems and the alternative lift tower.

According to Gulf Coast Manager John Boone, *"We recognized the need to expand our heavy haul and rigging division for the purposes of customer reach, increase in inventory space, and to dedicate a location that solely concentrates on these services."*

The new Tampa location will be led by 25 year industry veteran Lance Lutz. He has worked his way up the chain...oiler, operator, dis-

patcher, sales, project manager, and now branch manager.

COO Frank Bardono said of Lutz, *"He has the type of experience that is invaluable to our customers and to our other team members. Lance will be a tremendous asset to our client base along the Gulf Coast and throughout the state of Florida. Lance has a proven track record of facilitating growth, and we are extremely pleased and excited to have him leading our new expansion in the Tampa, Florida region."*

While the IUOE has many industry partners in Florida, Maxim's expansion there should bring in even more jobs for Operating Engineers.



GOP at Odds Over Raising the Gasoline Tax

As noted in the article on page 7, both sides of the congressional aisle seem aware that our nation's infrastructure needs some substantial improvement. However, when it comes to funding all those projects...there is still a bit of disagreement.

Earlier this year, President Trump signaled that he might be open to raising the tax on gasoline as a means to fund our much needed infrastructure improvements. The gas tax has not been raised in over two decades. Even the New York Times editorial board, people the President clearly has been at odds with, praised his willingness to increase the tax.

Why is raising the gas tax important? Currently, 18.4 cents per gallon of gasoline and 24.4 cents per gallon of diesel fuel sold goes to fund the Highway Trust Fund. These taxes have been frozen since 1993. You might have noticed, your dollar doesn't quite go as far in 2017 as it did in 1993.

However, while the President

may be willing to accept a gas tax increase for his infrastructure plan, the GOP still controls both houses of Congress and seem very unwilling to even consider it.

Senate Majority Leader Mitch McConnell is opposed, as is Speaker Paul Ryan. Likewise, many other leading republicans are opposed to increasing ANY tax...and they are opposed to increasing the debt in any way...but many would like to get some funding to build infrastructure projects back in their home districts.

Um...anyone here ever needed to make a major purchase that you didn't have the cash to buy? A new refrigerator, perhaps. Well, you've probably found that you only have two options. You can either increase your revenue (work a little overtime), or you can increase your debt (put the appliance on a credit card). Or, has someone found a way to make the fridge just magically appear?

That third "magic" option seems to be what many in the GOP are hoping will happen for our infrastructure needs.

But, if we go ahead and discount that fantasy, then we are back to either increasing revenue or debt.

Just like when you need to make a major new purchase, the better option is to increase revenue and actually fund the purchase. So, lets do that for our nation's airports, bridges, roads, schools and port. Raising the gasoline tax would go a long way towards funding this much needed work.



It's something that I would certainly consider, if we earmarked money towards the highways - President Trump speaking about increasing the gas tax

\$50 Billion Infrastructure Bank Proposed by Senators

Senators Michael Bennet and Roy Blunt have introduced a bill in the US Senate to create a \$50 billion infrastructure bank. The democrat from Colorado and republican from Missouri's bill is the senate version of the House's Partnership to Rebuild America Act, which was introduced earlier by democrat Rep. John Delaney. The house bill has 50 co-sponsors, 1/2 republican and 1/2 democrat.

It is hoped that the \$50 billion bank could be used to leverage \$750 billion in spending on transportation, energy, education and other infrastructure projects.

The funding for the \$50 billion is proposed to come from repatriated corporate earnings. More specifically, the plan calls for the issuance of \$50 billion in infrastructure bonds with a 50 year term, paying 1% in interest. Corporations will be encouraged to buy the bonds by allowing them to repatriate overseas earnings tax free.

The money in the bank would be used to lend state and local governments money to finance infrastructure projects. These state and local governments would pay back the loans to the

bank at a market rate.

It has been stated that at least one quarter of the projects financed through the bank be public-private partnerships with at least 20% of the project financing coming from private capital.

Infrastructure spending is truly one of the issues where there seems to be bipartisan support among democrats and republicans. Infrastructure projects benefit our members, local communities, and society as a whole. Better schools, airports, ports, bridges, roads and energy infrastructure are crucial to our countries future.

Manitowoc Adds 80 Jobs at Crawler Manufacturing Facility

Shady Grove PA is home to 80 new jobs with Manitowoc Cranes. The location previously made hydraulic cranes, but has been changed over to start crawler crane manufacturing.

"These are good jobs that pay family-supporting wages,"

said Brian Smith, director of human resources in Shady Grove. *"They require skills such as the ability to weld tubular, heavy plate, and high tensile steel. But we need to hire more than just welders, too."*

The first 300 ton crawler was

produced in February and a 650 ton machine followed in March.

Manitowoc said more jobs will possibly be added through 2018. It is a positive sign for a company that has cut 2000 jobs since 2008.

Call for \$66 Billion in Federal Spending for Ports

A panel discussion was recently held to discuss US ports and their need for modernization and expansion.

The panel was made up of officials from The American Association of State Highway and Transportation, the American Association of Port Authorities, and the co-chairs of the Congressional PORTS Caucus.

The group called for a combined \$66 billion in federal investment in our nation's ports over the next decade. They noted that our ports provide or support 23 million American jobs and generate \$4.6 trillion in annual economic activity.

AAPA President Kurt Nagle said, *"To build America's 21st century seaport infra-*

structure and ensure these economic impacts continue, our ports need a combined \$66 billion of federal investments over the next 10 years into the roads, rails and waterways that connect to them."

One of the panel's top identified priorities was the implementation of the FAST Act (Fixing America's Surface Transportation). This act would provide \$2 billion annually for freight mobility.

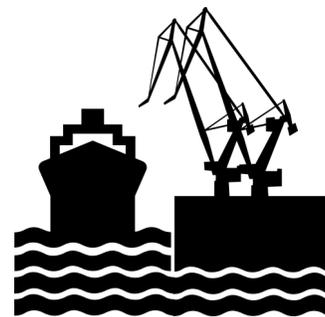
Nagle commented, *"We've got to maintain the FAST Act's momentum by funding port-related infrastructure, including the connections on the land- and water-side to optimize the supply chain and enhance America's competitiveness."*

It should be noted that the \$66 billion is not the total amount needed to improve our ports, it is just the federal contribution sought. Louisiana's Department of Transportation and Development Secretary said that about \$56 billion was needed in his state alone.

"That's a major investment in our state and without the help of the Federal government, freight investments in Louisiana and other states won't be enough to allow states and this country to be globally competitive or successful."

Again, infrastructure spending would create good jobs. We just need to ensure that as many projects as possible go to companies provide fair compensation and treat their employees well.

We spend less than 3 percent of GDP on infrastructure, while Europe spends close to twice our rate, and China three times our rate, according to statistics frequently cited by politicians - US News Article



IUOE Local 450
PO Box 1410
Mont Belvieu, TX 77580-1410

IUOE Local 627
12109 E. Skelly Dr.
Tulsa, OK 74128
918-437-0370
www.iuoe627.com

IUOE Local 450
13315 Highway 146S
Dayton, TX 77535
936-258-5516
www.iuoe450.org

IUOE Local 178
4025 Rufe Snow Drive
Fort Worth, TX 76180
800-633-6028
www.local178.org

IUOE Local 406
7370 Chef Menteur Hwy
New Orleans, LA 70126
504-241-1311
www.iuoe406.org

IUOE Local 234
4880 Hubbell Avenue
Des Moines, Iowa 50317
515-265-1657
www.local234.com

**Let's get these IUOE workers a
much deserved raise!**

**IUOE members in South Florida are trying to
get a fair contract. Learn more and support
their effort by visiting their website and liking
their Facebook page!**

www.sfwmd-union.com

www.facebook.com/SFWMDUnion/

