

October 29, 1992

Butler County Commissioners
130 High Street
Hamilton, OH 45011

Dear Commissioners:

This letter is to update you on the progress the Oxford Museum Association is making towards renovation of the covered bridge north of Oxford. As you may already be aware, the bridge is owned by the county and is under extended lease with the Museum Association, which provides for its care and upkeep. The Museum Association has, with the support of the community, made a commitment to proceed towards full restoration of the bridge.

Toward that end, a public meeting was held at the Oxford Lane Public Library on September 28, 1992 to inform concerned citizens of the ongoing effort. I have included a clipping from the *Oxford Press* describing the forum. The Museum Association is continuing to contact other interested groups and experts in wooden truss construction to obtain ideas on how other bridges have been renovated and what strategies have been successful. Soon support committees will be formed to explore funding options and to further elicit support within the Oxford area, Butler County, and nationally.

More immediately, the Museum Association has scheduled a workday for Saturday, October 31, 1992 at the bridge. With the cooperation of neighbors and volunteers from the community we hope to remove vines and underbrush from both ends of the bridge. Before winter sets in, we also hope to temporarily replace areas where the side planking has come off. We also hope to close more securely both ends of the bridge to reduce vandalism and trespassing.

I have included copies of the brochure we have published on the covered bridge and some of my cards. Also, the opportunity may present itself for a group to petition you for your support. As the county is the owner of the bridge your sponsorship would be necessary to apply for some funding and grants. I will periodically inform you of our progress. Please do not hesitate to contact me if you have any questions.

Sincerely,

Jon Scharf
Director

cc: William Foster, Butler County Engineer

Thursday, October 15, 1992

Patience required to fix covered bridge

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Dick Sollmann, immediate past president of the association, recalled how the county had supported a re-roofing of the bridge in 1976 by providing $6,400 from preservation funds plus workers from a public works program.

He pointed out that security, safety checks and the concerns of families owning property near the bridge have been major concerns in "decisions about what to do with the bridge."

Source: Intermodal Surface Transportation Efficiency Act of 1991

(A) in subsections (a) and (b) by striking "upon the Federal-aid systems" and inserting "on the surface transportation program, the congestion mitigation and air quality improvement program, the National Highway System, and the Interstate System";

(B) in subsection (b) by striking "paragraphs (4) and (5)" and inserting "paragraph (5)(A)"; and

(C) in subsection (b) by striking "and sections 118(c) and 307(d)" and inserting "and section 307".

(c) TRANSPORTATION ENHANCEMENT ACTIVITIES DEFINED.—Section 101(a) of title 23, United States Code, is amended by adding at the end the following new paragraph:

"The term 'transportation enhancement activities' means, with respect to any project or the area to be served by the project, provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals), preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails), control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.".

SEC. 1008. CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.

(a) ESTABLISHMENT OF PROGRAM.—Section 149 of title 23, United States Code, is amended to read as follows:

"§ 149. Congestion mitigation and air quality improvement program

"(a) ESTABLISHMENT.—The Secretary shall establish a congestion mitigation and air quality improvement program in accordance with this section.

"(b) ELIGIBLE PROJECTS.—Except as provided in subsection (c), a State may obligate funds apportioned to it under section 104(b)(2) for the congestion mitigation and air quality improvement program only for a transportation project or program—

"(1)(A) if the Secretary, after consultation with the Administrator of the Environmental Protection Agency, determines, on the basis of information published by the Environmental Protection Agency pursuant to section 108(f)(1)(A) of the Clean Air Act (other than clauses (xii) and (xvi) of such section), that the project or program is likely to contribute to the attainment of a national ambient air quality standard; or

"(B) in any case in which such information is not available, if the Secretary, after such consultation, determines that the project or program is part of a program, method, or strategy described in such section;

"(2) if the project or program is included in a State implementation plan that has been approved pursuant to the Clean Air Act and the project will have air quality benefits; or

"(3) the Secretary, after consultation with the Administrator of the Environmental Protection Agency, determines that the project or program is likely to contribute to the attainment of a national ambient air quality standard, whether through reductions in vehicle miles traveled, fuel consumption, or through other factors.

No funds may be provided under this section for a project which will result in the construction of new capacity available to single occupant vehicles unless the project consists of a high occupancy vehicle facility available to single occupant vehicles only at other than peak travel times.

"(c) STATES WITHOUT A NONATTAINMENT AREA.—If a State does not have a nonattainment area for ozone or carbon monoxide under the Clean Air Act located within its borders, the State may use funds apportioned to it under section 104(b)(2) for any project eligible for assistance under the surface transportation program.

"(d) APPLICABILITY OF PLANNING REQUIREMENTS.—Programming and expenditure of funds for projects under this section shall be consistent with the requirements of sections 134 and 135 of this title.".

(b) APPORTIONMENT.—Section 104(b)(2) of such title is amended to read as follows:

"(2) CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.—For the congestion mitigation and air quality improvement program, in the ratio which the weighted nonattainment area population of each State bears to the total weighted nonattainment area population of all States. The weighted nonattainment area population shall be calculated by multiplying the population of each area within any State that is a nonattainment area (as defined in the Clean Air Act) for ozone by a factor of—

"(A) 1.0 if the area is classified as a marginal ozone nonattainment area under subpart 2 of part D of title I of the Clean Air Act;

"(B) 1.1 if the area is classified as a moderate ozone nonattainment area under such subpart;

"(C) 1.2 if the area is classified as a serious ozone nonattainment area under such subpart;

"(D) 1.3 if the area is classified as a severe ozone nonattainment area under such subpart; or

"(E) 1.4 if the area is classified as an extreme ozone nonattainment area under such subpart.

If the area is also classified under subpart 3 of part D of title I of such Act as a nonattainment area for carbon monoxide, for purposes of calculating the weighted nonattainment area population, the weighted nonattainment area population of the area, as determined under the preceding provisions of this paragraph, shall be further multiplied by a factor of 1.2. Notwithstanding any provision of this paragraph, in the case of States with a total 1990 census population of 15,000,000 or greater, the amount apportioned under this paragraph in a fiscal year to all of such States in the aggregate, shall be distributed among such States based on their relative populations; except that none of such States shall be distributed more than 42 percent of the aggregate amount so apportioned to all of such States. Notwithstanding any other provision of this paragraph, each State

PRO BIKE NEWS

Bicycle Federation of America

Volume 12, Number 2
February 1992

Billions for Bikes?

New "enhancements" program exceeds expectations

Was the transportation bill a failure because we didn't get the "three percent solution" passed?

No way. There's more federal money in this bill for bicycling than has ever been available before, without counting the fact that bicycle and pedestrian facilities are "eligible" expenditures for almost all of the $151 billion Act.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) created a number of new programs, including a special category of "transportation enhancement activities" (TEAs), on which states must spend at least 10 percent of their Surface Transportation Program allocations. More than $3 billion of federal money must be matched with close to $500 million of state funds during the six year life of the bill, for expenditure on a relatively short list of enhancement activities.

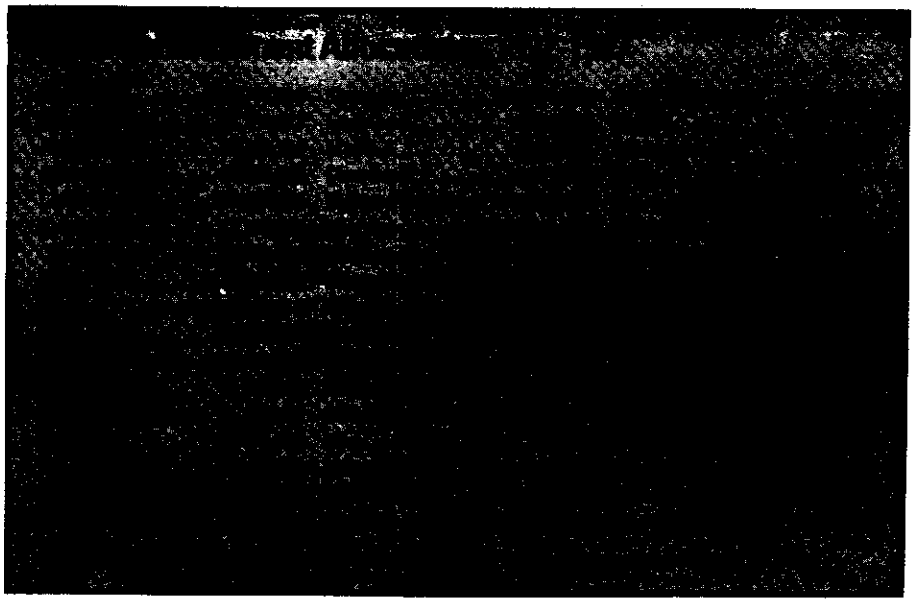
The list includes bicycle and pedestrian facilities as one item, and the preservation of abandoned railroad corridors and their conversion to pedestrian and bicycle trails as a second.

What does this mean for your state? In California, more than $50 million will be spent on these TEAs every year. Even small states, such as Delaware and Vermont, will have to spend more than $2 million a year on TEAs. A state-by-state breakdown, is provided as a guide.

What is an "enhancement?"

As with almost every piece of new legislation, some of the definitions will take a while to be ironed out. For example, what kind of bicycle or pedestrian facility can be considered an enhancement? Should these funds be used by states to pay for facilities — such as shoulders or sidewalks — that should be provided as a standard design feature anyway? As

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2 Report from Velo City '91

3 Tool Kit

4 Oregon Transportation Plan

6 Miscellany

7 **Pedestrian Federation of America**

▶ *"Enhancements,"* **from page 1**

part of the Surface Transportation Policy Project (STPP) we have been meeting with historic preservation, landscaping, rail-trail, billboard control and other "enhancement" groups to develop a collective recommendation to the Federal Highway Administration regarding how they might implement this new program.

Draft guidance prepared by this STPP task force will recommend a number of key principles, including:

"TEA funds may be spent to enhance any *ongoing or completed* transportation project which has involved the use of federal transportation funds. Thus, funds could be spent on retrofitting badly designed or constructed highway projects.

"TEA funds should not be spent (or accounted for) on features or projects that should be routinely included in transportation facility and highway designs, or for projects (such as mitigation measures) required by law anyway."

The Bicycle Federation is recommending the following guidance for bicycle and pedestrian facilities.

"Bicycle and pedestrian facilities eligible for funding include those that are incidental to a transportation project and improvements to existing transportation facilities to better accommodate such users. For example, beyond the basic level of access required of a transportation project (sidewalks and space for bicyclists), enhancements developed in conjunction with an ongoing transportation project might include development of feeder routes, grade-separated intersections and additional parallel facilities within the right-of-way.

"Projects independent of new construction or rehabilitation might include the widening or restriping of curb lanes, paving shoulders, constructing sidewalks and land acquisition necessary for such enhancements.

"Activities not eligible under this category are those that reasonably can be expected to be completed as routine or common elements of new transportation projects. Examples include sidewalks, crosswalks, wide curb lanes, bike lanes and paved shoulders.

"In addition, expenditures required as mitigation measures pursuant to federal environmental laws would not be eligible for funding under this category."

Meanwhile, the Rails to Trails Conservancy has been working on a definition of the phrase "preservation of abandoned railroad corridors including the conversion and use thereof for pedestrian and bicycle trails."

"Abandoned railroad corridors are those authorized for abandonment by the Interstate Commerce Commission, or for which such proceedings are pending. Rail corridors are defined as transportation corridors of varying width in which fixed rail tracks exist or have existed in the past.

"The preservation of such corridors shall include contiguous or independent projects to acquire and develop abandoned railway corridors for the primary purpose of pedestrian and bicycle trails."

The importance of planning

As with so many areas of this legislation, the real key to progress lies within the metropolitan and state planning process. This is where enhancements will be identified, planned and programmed.

For example, in developing both Transportation Improvement Programs (TIP) and long-range transportation plans metropolitan planning organizations must consider "the programming of expenditures on transportation enhancement activities." State TIPs must "reflect the priorities for programming and expenditures of funds, including transportation enhancements."

However, that's for 1993 and beyond. Right now, states have this year's money for the new Surface Transportation Program and are supposed to spend 10 percent of it on enhancements.

Action plan

1. Suggest some immediate "transportation enhancement activities" your state transportation department can undertake to improve the bicycle and walking environment.

2. Find out who will be planning and programming transportation enhancement activities in your state and metropolitan area. Determine their timetable for submissions.

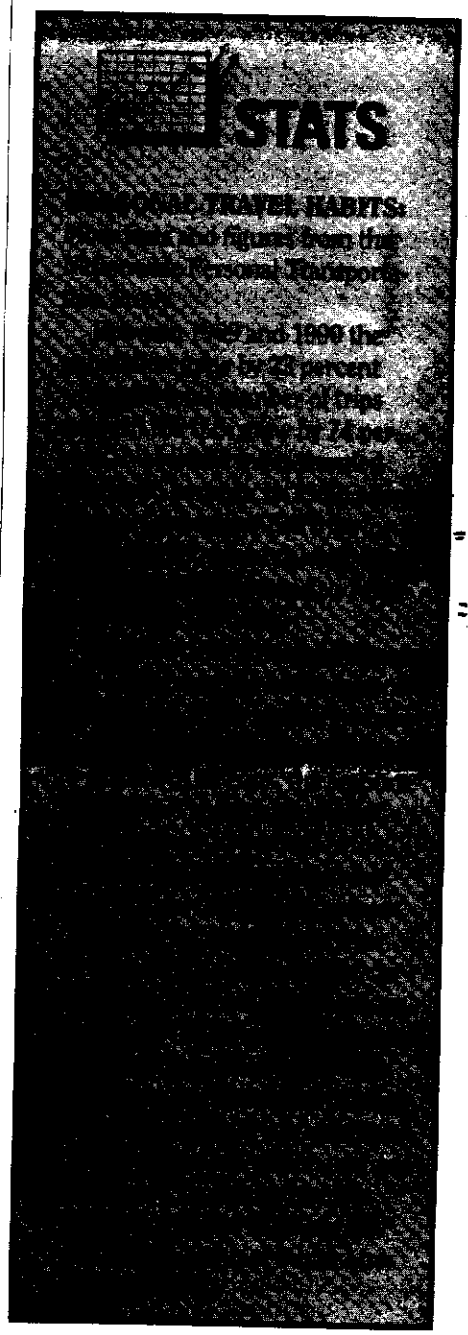
3. Draw up a list of enhancement activities you'd like to see undertaken in your state during the next five years. This is an ideal activity for a Bicycle Advisory Committee or task force.

4. Look over our recommended definitions for enhancement activities and let us know your thoughts. We intend to work closely with the Federal Highway Administration to define the TEA program and welcome your input.

For more information contact:
Andy Clarke, Bicycle Federation, (202) 332-6986;

Hal Hiemstra, Rails to Trails Conservancy: (202) 797-5400;

Ian Spatz, National Trust for Historic Preservation: (202) 673-4254.



=9.7 mi/trip

=9.2 mi/trip

BUTLER COUNTY ENGINEER'S OFFICE & OPERATIONS FACILITY
DEPARTMENTAL CORRESPONDENCE

TO H. WELLS DEPT ADMINISTRATIVE DEPUTY

FROM LANA ROGERS DEPT ADMINISTRATIVE SECRETARY

SUBJECT EMPLOYEES ABSENT THIS DATE DATE October 20, 1992

SICK

G. BAKER - 11/09 (S)
K. KING - 10/21 (U)
W. WARNER - 10/21 (U)
J. MOAK - 5 Hrs (S)

VACATION

N. KRAUSE - 11/02 (S)
C. HONKOMP - 10/26 (S)
E. DYER - 10/21 (S)

COMP TAKEN

S. MOORE - 10/21 (S)

OUT OF THE OFFICE

D. ERCOLANO - 01/11 (S)
J. SELF - 10/22
H. WELLS - 10/21
S. HALSEY - 10/21
A. FISHWICK - 10/21

cc: Foster
Robbins
Wells
Receptionist
Hartman
Short

Thursday, October 15, 1992

Patience required to fix covered bridge

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"Quite a few people have been asking about the condition of the bridge and what plans we have for its repair and preservation," William L. King, association president, told a gathering of two dozen area persons ranging from 12-year-old Billy Snape, who is building a model of the bridge, to members of the Fryman and Corso families who live closest to the bridge.

"We wish we could make some exciting announcement about work plans, funding and time schedules," King added. "We can't, yet. But we have invited you here to tell you what's being done and to give you a chance to ask questions.

"The bridge needs help. It is not in danger of collapsing anytime soon, but it is deteriorating to a degree that such a danger might be a reality within a few years. And we believe the bridge must be preserved. Our organization has the responsibility for that, and we do intend to make it our top priority in the coming year."

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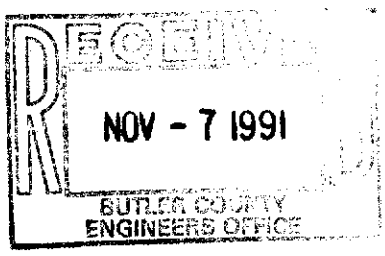
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ROBERT T. HOWARD
2 Iveswood Drive
OXFORD, OHIO 45056

November 6, 1991



Mr. William R. Foster
Butler County Engineer's Office
and Operations Facility
1921 Fairgrove avenue
Hamilton, OH 45011

Dear Mr. Foster:

Thanks for your October 28 note reporting that you are in process of receiving proposals to make the necessary repairs to the Corso Road Covered Bridge.

We understand that this problem cannot have a very high priority, and that its solution will move slowly. We'll be patient, and we hope you in turn will be patient if we call your office occasionally to learn whether there's anything new. We, too, get calls from people who think the bridge should have been mended long ago!

I'll pass this information along to Dick Sollmann, president of the Oxford Museum Association, for the information of the rest of its board.

Yours sincerely,

Bob Howard

Robert T. Howard
Member, Board of Trustees
Oxford Museum Association

BUTLER COUNTY ENGINEER'S OFFICE AND OPERATIONS FACILITY

WILLIAM R. FOSTER, P.E., P.S., Butler County Engineer

October 28, 1991

Mr. Robert T. Howard
2 Iveswood Drive
Oxford, Ohio 45056

RE: CORSO ROAD COVERED BRIDGE

Dear Mr. Howard:

We are in the process of receiving proposals to make the necessary repairs to the referenced structure.

It appears it will still be several months before we can determine what can be done.

I am enclosing a copy of the proposal from one of the firms we have contacted to do this work for us.

As soon as we get anything more definite, I will contact you.

Very truly yours,

William R. Foster, P.E., P.S.
Butler County Engineer

WRF:jr

Enclosure

1921 Fairgrove Avenue - Hamilton, Ohio 45011 - Office: (513) 867-5744 Tax Plat Dept. (513) 887-3500

A.G. LICHTENSTEIN & ASSOCIATES, INC.
CONSULTING ENGINEERS

Lichtenstein

BRIDGES HIGHWAYS RAILROADS SITE ENGINEERING DAMS

PRINCIPALS Charles M. Minervino, P.E.
David M. Moskowitz, P.E.
Joseph J. Pullaro, P.E.

SENIOR ASSOCIATES Vincent N. Campisi, P.E.
William A. Easterbrook, Jr., L.S.
Richard C. Kreppel, P.E.
Leonard J. Markowski, P.E.
Michael A. Nathan, P.E.
E. Allen Randall, P.E.

ASSOCIATES Corrado A. Amato, P.E.
Paul M. Blair, P.E.
Ronald E. Giamario, P.E.
Richard J. Slattery, P.E.
Stewart M. Sloan, P.E.

Chairman
Abba G. Lichtenstein, P.E., Dr. Eng. (Hon.)

RECEIVED
OCT 15 1991
BUTLER COUNTY
ENGINEERS OFFICE

October 9, 1991

Mr. William R. Foster, P.E., P.S.
Butler County Engineer
Butler County Engineer's Office
and Operations Facility
1921 Fairgrove Avenue
Hamilton, Ohio 45011

RE: Cureo Road Covered Bridge

Dear Bill:

I have one of our associates in our home office reviewing your inspection needs for the covered bridge. Additional information may be required.

I am starting a three-week vacation today so I will be getting back to you once I return to Ohio.

Sincerely,

A.G. LICHTENSTEIN & ASSOCIATION, INC.

David L. Weir/rlm

David L. Weir, P.E., P.S.
Project Manager

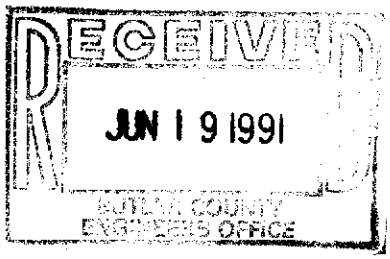
DLW/rlm

503 SOUTH HIGH STREET SUITE 200 COLUMBUS, OHIO 43215 TELEPHONE 614.464.2012 FACSIMILE 614.464.3433

NEW JERSEY NEW YORK PENNSYLVANIA MASSACHUSETTS CONNECTICUT OHIO MARYLAND

ROBERT T. HOWARD
2 Iveswood Drive
OXFORD, OHIO 45056

June 17, 1991



Mr. George M. Simonds
Oxford Township Trustee
Oxford, OH 45056

Dear George:

Following up this morning's conversation about the covered bridge, here is material which explains why I was so confident that the question of ownership of the bridge really isn't any problem of the Township Trustees.

These show why for the past sixteen years the Board of County Commissioners has been considered proprietor of the bridge and why the Oxford Museum Association has had responsibility for the bridge under a 1976 agreement with the Commissioners. We have referred to this responsibility as a trusteeship granted by the county.

This trusteeship has been referred to in newspaper stories many times. It was under this agreement that the Board of County Commissioners and the Oxford Museum Association cooperated in putting a new roof on the bridge and making some other minor improvements. Just recently, the Oxford Museum Association published new brochures and notepaper packets identifying the covered bridge, the DeWitt Log House and the Pioneer Farm and House Museum as sites for which the Association is trustee under agreements with the county, the university and the state. Over the past several weeks, the Museum Association has been having conversations with County Engineer William Foster, a historic preservation firm and consulting engineers concerning repairs to the bridge. This project is moving slowly, but it has included the safety problems which have been concerning the Trustees.

Incidentally, my recollection of the 1975-76 negotiations includes conversations (nothing in writing) in which the Museum Association was assured that Township patrols would include occasional checks on the bridge. We have appreciated knowing that this was being done, and indeed my recollection is that the Township Trustees of that period were aware of the agreement under which we were becoming involved.

What I'm trying to say, cordially, is that there has been so much public reference to the county's ownership of the bridge and the Museum Association's custodianship under county authority, that we frankly were astonished to be told that the trustees were trying to find out where/how they got title to it. I think you can understand our wondering why we never had heard of this before.

Believe me, we too are concerned about the condition of the bridge and feel that the cumbersome task of improvement is under way.

We're glad to know of the Trustees' concern, and we'll welcome help from any source. If you learn anything which contradicts the assumptions under which we have been working, please let us know.

George, I happen to be writing this as the Museum board member who was delegated to start talks about the bridge, and I'll be out of town much of the next month. Through that period, I confess my main interest with bridges deals with a couple which span the Straits of Mackinac and Sault Ste. Marie. And part of the enjoyment of that trip will be the comfort of knowing our house is being checked, as usual, by the Township Patrol. The consistency of that service is one of the many reasons that I feel you and I can speak frankly, in good spirit, on a topic which could be sticky.

President of the Oxford Museum Association is Dick Sollmann, available and informed. Besides his home telephone, 523-5531, he can be reached at his Middletown Campus office through the Miami University Oxford switchboard at 529-4936.

Sincerely, Bob Howard

Copies: Victoria Daiker
William Foster, County Engineer
Dick Sollmann

Enclosures:
Bridge Agreement of June 1976
Letters: Asst. Prosecutor to Board of County Commissioners 4/3/75
Robert Bogan to Robert Howard 1/23/76
Howard to Bogan 2/5/76
Oxford Museum Association Board Minutes 4/21/75
Brochures: Bridge, DeWitt House, Pioneer Museum

A G R E E M E N T

This agreement made and concluded this day of June, 1976, by and between the Board of County Commissioners of Butler County, Ohio and the Oxford Museum Association, WITNESSETH:

1) The Board of County Commissioners hereby grant to the Oxford Museum Association the right to possession and to the use of the covered bridge over Four Mile Creek and the parking area to the southwest thereof adjacent to Corso Road in Section 14 of Oxford Township, Butler County, Ohio on terms and conditions hereinafter set forth.

2) The Oxford Museum Association shall restore, preserve and maintain the bridge as a historical landmark making it available to the public for its enjoyment.

3) The Board of County Commissioners shall provide manpower and Six Thousand Four Hundred and no/100 ($6,400.00) Dollars, for materials required to restore the bridge (and only the bridge). The manpower will be furnished by the Butler County CETA office at no expense to the Oxford Museum Association. The Oxford Museum Association shall provide an itemized account to the Board of County Commissioners for all funds expended.

4) The right of the Oxford Museum Association to maintain the covered bridge open for the public shall continue for ninety-nine (99) years but may be terminated by the County Commissioners at any time the said Association fails to perform all of its obligations as set forth in this agreement.

5) The Oxford Museum Association shall protect the bridge and shall not permit it to be used for any unlawful purpose. The Oxford Museum Association shall also provide supervision to insure proper use of the bridge.

6) The Oxford Museum Association shall protect the rights of private property owners in the vicinity and shall not permit the public to enter upon or trespass on the private property adjacent to the bridge. The Oxford Museum Association shall display signs prohibiting the public from trespassing on adjacent private property and shall construct a chain link fence along the south property line of J. Felix Fryman and Milta M. Fryman and also along the northern side of the bridge to protect private property rights.

7) The Board of County Commissioners reserve the right to use the property for any other bona fide governmental use such as, but not limited to, easements for utility lines.

8) The Oxford Museum Association accepts the liability for use of the bridge and the parking lot area.

9) If other property in the vicinity should become available to the Butler County Park Board, the Oxford Museum Association shall cooperate with the Park Board if it desires to develop a County Park in that area.

IN WITNESS WHEREOF, the parties have hereunto set their hands the year and date first above written.

Signed in the presence of:

Marie Clark

Diana Bradford

Richard M. Sellman

Katherine C. Ward

BUTLER COUNTY COMMISSIONERS

D.M. Schirmer

Arthur L. Reiff

OXFORD MUSEUM ASSOCIATION

Marion Lee Miller

Robert T. Howard

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April 3, 1975

Butler County Commissioners
Court House Annex
141 Court Street
Hamilton, Ohio 45011

Attention: Mr. Robert W. Bogan
Administrative Assistant

Dear Mr. Bogan:

Our office has concluded an extensive study into the history of the old covered bridge located on the abandoned part of State Route 732, approximately one-quarter mile north of Oxford. In connection with this project, we have examined county records going back at least 100 years, as well as correspondence and personal data of numerous persons who have taken an active part in similar studies of this structure for over twenty-five years.

Mrs. Esther Benzing, Butler County Archivist, was extremely helpful in providing pertinent documentary information. Mrs. Myrna Evans and Mr. John A. Diehl of the Ohio Historical Society have devoted considerable time in providing us with helpful information. There are also other persons on the state level who have shown their interest in our study and have given us assistance.

Research into the laws of abandonment of public roads and in particular of public structures has led us to the conclusion that the old covered bridge is legally the property of Butler County, and, therefore, under the jurisdiction of the Board of Commissioners of this County.

We would also add that there is specific authority in the Ohio Revised Code which permits the County Commissioners to appropriate funds for the maintenance and preservation of this bridge.

It must also be pointed out, however, that this bridge may not be used for vehicular traffic.

If you desire additional information regarding this matter, please feel free to contact me.

Very truly yours,

Daniel B. Fischer
Assistant Prosecuting Attorney
Butler County, Ohio

DBF/msp

MINUTES OF THE BOARD OF TRUSTEES OF THE OXFORD

MUSEUM ASSOCIATION APRIL 21, 1975

The meeting of the Board of Trustees of the Oxford Museum Association was convened at the home of the secretary, Robert T. Howard, by the president, M. Lee Miller, at 8 p.m. April 21, 1975. Board members present included J. Felix Fryman, Charles W. Butler, Mrs. Eve Morgan, Mrs. Bernyce Georgiady and Mr. Miller and Mrs. Howard. Also present were Russell Huston, museum director; Mrs. Marietta Brown, house committee chairman; Miss Lois Lehmkuhl and William Bruhn, membership co-chairmen, and Mrs. Marna Evans, covered bridge committee chairman.

The minutes, having been distributed in advance by mail, were approved on motion of Mr. Butler, seconded by Mrs. Morgan.

The treasurer's report showed balanced of $1,778.92 in the checking account, $8,319.35 in the savings account, and $74.90 in the DeWitt Cabin account with a total of 150 paid members for the year including three life members. The major expenditure reflected in these figures had been payment of $2,672 to Singleton and Wilder from the DeWitt Cabin account for work on the DeWitt Log house. There being no corrections, the president declared the treasurer's report approved as read. A copy is filed with these minutes.

The director's report indicated the museum had been opened for the park's Maple Syrup Days March 1-16; school children visiting the museum since the last report totaled 686; a unusual but still unidentified plow had been donated to the barn collection by Mrs. Melvin Traber of Seven Mile; signup sheets submitted with dues payments indicated 65 volunteers for host-hostess duty, 31 of whom did not volunteer for other activity, while 58 others did not volunteer for any duty. Mr. Huston then asked for consideration of the following:

1. Birds roosting among rafters in the barn have become a messy nuisance, recuiring control. He produced a bid for $1,207 for bird repellent treatment of the roof interior submitted by S. Huffman as agent for the Orkin Exterminating company, Inc. At board members' suggestion, Mr. Miller announced he would investigate this matter further.

2. Painting of the barn addition by student volunteers had emphasized the need of repainting the older and higher front portion. An estimate of $289 had been submitted by a Mr. Evans, proposing to do the job from the basket of a "cherry picker" crane. The estimate included $119 for 17 gallons of red latex to cover 3200 square feet, plus $170 for labor. Mr. Butler moved that Mr. Huston

be directed to have the barn painted by Mr. Evans according to this estimate. Mr. Fryman seconded. motion passed.

3. An estimate of $1,010 for a light sandblasting and spray painting of the house was discussed with general consensus that the board would like to know more about what might be involved, including whether park administration would wish to be involved.

4. Investigation and prosecution in a 1974 burglary of the museum had resulted in recovery of a concertina listed at an appraised value of $100 among losses on which Ohio Casualty Company had paid $690 to the association. Mr. Howard moved that the treasurer be directed to refund $100 to Ohio Casualty. Mrs. Morgan seconded. Motion passed.

In discussion of plans for the Art and Crafts Fair to be held June 1, Mr. Miller announced that he and Mrs. Miller would assist on the food stand; Miss Lehmkuhl volunteered for the same activity; Mr. Butler said he would be available to for barn hosting. Mr. Howard said he would be available to help on traffic after completing his responsibilities in connection with a meeting of the Miami University board of trustees the same day.

In a report on the covered bridge, Mrs. Evans said the ownership question had been settled by a county prosecutor's opinion indicating title to the bridge and some degree of financial responsibility for its maintenance rest with the county commissioners. (A copy of the letter presenting this opinion is filed with these minutes.) Mrs. Evans further reported that she then asked the commissioners what would be the logical next step and was informed that "all we need would be bids for materials-- that they might turn up some money for it and use Manpower (public works) funds".

After discussion of a recent newspaper editorial proposing removal of the bridge to another site before preservation, a motion placing the board on record in favor of leaving the bridge at its present site was made by Mrs. Morgan, seconded by Mr. Fryman, and passed unanimously. The secretary was requested to inform the press of this action.

Mr. Miller then appointed Mr. Fryman and Mrs. Evans as "spearheads" for work on various aspects of the bridge project, in particular a listing of the problems to be defined and settled in connection with preservation of the bridge. He suggested an inspection visit to the bridge site April 29 at 3 p.m. by as many board members as possible. The two "spearheads" agree they would meet April 22 to establish procedure and that they would ask G. Melvin Bloom, a former board member, for assistance in measuring and recording bridge dimensions.