

MADISON TOWNSHIP

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By Ana Sulentic & Lillie Runnels

Standout Basketball Player

Even if you aren't a basketball fan, if you live in Madison you've heard the name Ally Malott. Ally, daughter of Cindy and Todd Malott, is a graduate of the class of 2011 at Madison and was a standout basketball player all four years. McDonald's All American, Ohio Gatorade Player of the Year, member of the 2010 U18 National Team, and 2009, 2010 All-state first team player are just a few of her many high school accomplishments. Ally shared that her favorite memory from high school was the state tournament run her junior year and says that coming from Madison "played a huge part in who I am. Madison has such a close-knit community and... It's so helpful to know that I have so many people in my corner." After graduating, Ally attended the University of Dayton to study exercise science. As a freshman Ally played in all 30 games and was named to the Atlantic-10 All Rookie Team. By senior year she had a career high of over 1000 points and was named to the A-10 All-Championship Team as well as the Albany All-Regional Team. Ally attributes a lot of her success to her coach Jim Jabir, who she says "was constantly in my ear encouraging me." About two months before graduating from UD was when Ally first thought of the possibility of playing in the WNBA. Even though she hadn't given much thought to playing professionally she ended up being picked eighth overall by the Washington Mystics and said, "It never really sunk in until I saw my name called on draft night."

Recently, Ally has been playing in Melbourne, Australia for a team in the WNBL called the Dandenong Rangers. She says that her favorite thing about playing in Australia is the relationships she has with all her teammates. Professionally, finding a team that all "genuinely enjoy playing together" can be challenging, but her current team hangs out off the court and also have a lot of respect for each other which just makes them more successful in practice and games. Aside from basketball, Ally loves going to the beaches in Australia and visits them at least once a week. At the end of April Ally will be back in the US trying out for the Washington Mystics in the WNBA.

When asked about what she sees in her future, there are



lot of possibilities. As any elite athlete, Ally wants to continue playing basketball for a couple more years. After that though, she says she has thought about teaching, both her parents teach at Madison, and also likes the idea of coaching basketball.

Overall, Ally Malott is a name that will be remembered not only for being an outstanding high school athlete, but the epitome of a hard worker, good student, and great person. Ally is someone that children at Madison will continue to look up to for years to come. Here are some pieces of advice Ally has for any kid who has aspirations to play athletics beyond high school: Work really hard. Always strive to be better. You have to be okay with going through the grind everyday. Be prepared to stick with it even when you aren't playing a lot or have long days. Self-confidence is a must.

Her confidence shines, lighting up her future, wherever that takes her. Wherever she ends up, she will always cherish the relationships and support of her close knit community, "even when [she is] 10,000 miles away". We will always cherish watching her run the court, and away with our hearts. **MT**

YOUR Township Administrator...

By **Todd Farler,**
Madison Township Administrator



WHY MADISON TOWNSHIP IS... “A GREAT PLACE TO LIVE, WORK, AND PLAY!”

Madison Township started utilizing our new Facebook page in January of this year. It’s just one more resource that we’re utilizing to reach and communicate with our residents.

Follow our page to see everything from weather notices to road closures to special events happening in the township!

This summer will be an exciting time for Madison Township as we should begin construction of a new fire station in the next few months. The location will be on West Alexandria road, directly in front of the Madison Township Community Park. It’ll be exciting to watch the new station come to fruition after a couple years of planning and trying to get the best value for our money. Once the new fire station is complete, we’ll announce and host an “Open House” for the community!

We’ll also be sponsoring a “Tire Amnesty Day” for Madison Township residents later this fall and again in the spring of 2018. This event was made possible through a grant received from the Ohio E.P.A., along with support from the Butler County Solid Waste District. This will allow for Madison Township residents to bring up to 10 tires to our site, and dispose of them at no cost! This will be a great way to help clean up the township, clean up your garage or barn,

Grant Received from the Ohio E.P.A.

and help negate the safety and health issues that come from storing scrap tires. Once the final arrangements have been made, you’ll be receiving a postcard in the mail to inform you of the specific date, time, and location.

Our annual Springfest is scheduled for May 13th, to be held at the Madison Jr/Sr High School. This wonderful event happens annually, only because of the enormous amount of volunteers and their dedication to keeping this event as part of our township. It’s a day filled with fun, food, rides, and activities for everyone! A special “Thank You” to the Madison Lions Club for overseeing and coordinating this event!

Madison Township will also be hosting movies in the park this year! We expect to host one movie in the spring and one in the early fall, with possibly more in between. We’re proposing to have several non-profits groups from our community to provide snacks and drinks, while allowing them to help with their fundraising activities. Grab your blankets, lawn chairs, and the kids, and get ready to be part of our movie nights! Follow us on Facebook for more information and for your opportunity to vote on which movies you’d like to see!

Get involved and be a part of our community, because it’s going to be a fun and exciting summer for Madison Township! **MT**

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Southwest Regional Water.....	800-232-5330
Duke Energy.....	800-634-4300
Dayton Power and Light.....	937-224-6000
Middletown Public Library	513-424-1251

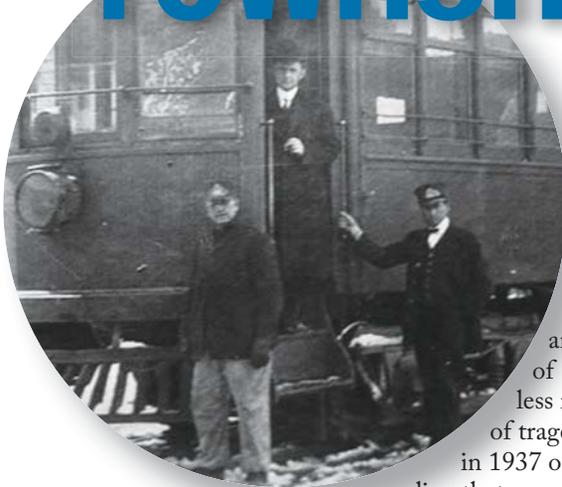
MISSION STATEMENT OF MADISON TOWNSHIP

The mission of Madison Township is to serve the best interests of our residents by providing and maintaining a safe, healthy, and enjoyable community in which to live, work and play. To protect the general welfare of our rural community by utilizing efficient and effective public services and being dedicated to increasing the quality of life for our residents.

Township History

By J. Larry Helton, Jr.

THE TRACTION LINE



There has been much written and talked about of the 1910 train wreck at West Middletown and the Great Flood of 1913, but there is a less remembered story of tragedy that occurred in 1937 on the traction car line that once traveled through

Madison Township.

In the city of Hamilton in 1875, there was the Hamilton Horse Car Line on High Street that would become the Hamilton Street Railway and Electric Company in 1889. In 1890, the line connected to Lindenwald and became the Hamilton and Lindenwald Electric Transit. The line then joined and merged to become the Cincinnati and Hamilton Electric Street Railway, which joined with the Dayton Traction Company, completing the traction line between Cincinnati and Dayton. The Cincinnati and Miami Valley Traction Company was formed.

The plans and franchises to come through this area were granted in 1896, with the actual tracks through the township completed in 1897. Full service was provided in July or August of that year. The traction line came from Hamilton through Ohlinger's, Overpeck, Busenbark, and Trenton, then crossing the river bridge to Engles Corner, and into Middletown. In the beginning, the traction car track at Trenton did not cross over the C. H. & D. railroad tracks due to the refusal of the railroad company. For a month, passengers had to get off a car, cross the railroad tracks, and board another car to continue, until a suit was filed and a court order prevailed. The traction line offered passenger travel as well as freight service. Goods came in from the major cities and small livestock, milk, and produce was shipped out from the surrounding farms. The tracks for the line shared the same roadways as did horse and wagon and later automobiles.

Traction cars, or trolleys, were on tracks with overhead wires that powered their operation. Originally, electric current to power the traction line was generated by several steam-generating stations along the right-of-way. A 50 by 80 foot station that provided 550 volts of direct current was located where the former county animal shelter on Hamilton-Trenton Road once stood. The first traction cars weighed 31 tons and could travel 35 to

(CONTINUED ON PAGE 4)



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40 miles per hour. In later years, with car improvements, speed increased to 40 to 60 miles per hour. Roads and bridges were in constant need of repair due to the weight of these cars.

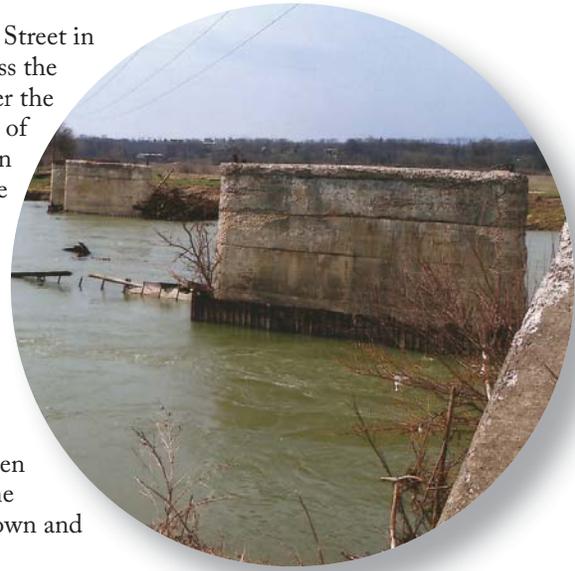
The traction cars had two employees on board; a conductor and a motorman. The conductor collected fares, flagged the motorman safely across railroad crossings, and helped people on and off the cars. The motorman operated the car and sounded the whistle at crossings and stations. The motorman may be operating an all-passenger car, a combination car of one-third freight and two-thirds with passenger seats, or an all-freight car.

The cost or fare to ride the traction line in the early 1900s was only a few cents per trip – at one time figured at 1½ cents per mile. In Trenton to travel within the village limits cost 5 cents, to Middletown 15 cents, to Hamilton 25 cents, and a round trip to Cincinnati \$1.50. Children under five rode free with an adult; those ages 5 to 11 were charged half fare; and dogs that were not lap dogs had to ride in the baggage compartment for 25 cents, which was the same rate as baggage.

Trenton was a major station on the traction line from the beginnings in 1897. A traction car barn with four bays and repair shop, 70 by 185 feet, was built at 400 State Street, with a small building to the west as the company's dispatching office. The majority of the traction car runs were scheduled from the Trenton station. There was an electrical converter station, in a 10 by 20 foot brick building, to the northeast of the car barn. The rotary converter converted 33,000 AC to 555 volts DC to power the overhead traction car wires. In 1907, a right-of-way allowed for a more direct line from Potter Avenue to Busenbark and the line was rerouted.

Due to the constant demands from county commissioners for the traction line company to help keep the bridge in repair at Trenton, in 1911 the company decided to angle their route parallel to the railroad and build a steel trestle bridge of their own

from South Main Street in Middletown, across the river, a viaduct over the railroad (the walls of this viaduct remain on each side of the railroad near the curve at Trenton-Franklin and Howe Roads), and towards Trenton. This eliminated the Engle's Corner route and cut fifteen minutes travel time between Middletown and Hamilton.



In 1912, a new traction car barn was built at Moraine City, causing the abandonment of the Trenton car barn and dispatching and the generating station at Busenbark. The ticket office and waiting room were moved to the old Potter farmhouse at 100 Potter Avenue and a generating station was erected where the Frozen Food Locker would later be built. The last station agent at Trenton was Mr. Edward Kopp. Today, the Trenton car barn is part of Magnode. It can be seen from the rear, next to the railroad, along the dirt road that once went to the city dump.

The Great Flood of 1913 washed out all but two spans of the traction car bridge at South Main Street and the river (supports for this bridge are seen in the river today at South Main Street and 14th Avenue). A temporary wooden pile and timber trestle replaced it that lasted twenty-six years.

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The roads only had a single track, so there were many accidents on the traction line. Most of those accidents were minor compared to the tragedy that occurred at 6:38 A.M., Thursday, June 30, 1932.

Due to declining business and the Great Depression, cuts were made in 1930, and the two-man position, was now one – motorman-conductor. Joseph Brosey, 58, forty-three year interurban veteran, motorman-conductor, began his route out of Lindenwald and Hamilton at 6:05 A.M. heading for Dayton. Among his five passengers at Hamilton were: Russell Wilson, 38, an employee of Hamilton City Lines and his wife, Ruth, 30. Two men boarded at Overpeck; one was Duke Herr, a blacksmith for the traction company. At Trenton, four people boarded: Harry C. Augsperger, his son, Walter (Jack), 22, and Anna Louise Raymond, 22; all three worked for the traction line. The other passenger was John Johnson, a partner in a sheet metal business in Middletown.

In Dayton, motorman Roy Bowman and conductor Harry A. Shank, of Miamisburg, relieved a Cleveland freight car that was behind schedule. It was an express run and due to time lost they would have to travel at 50 to 60 miles per hour to make up time.

The southbound, heavily loaded, two-car freight headed from Cleveland to Cincinnati and the northbound, fast-traveling passenger car collided head-on. It occurred about two miles north of Trenton, just over the traction line trestle bridge that crossed over Elk Creek (the supports are still there today next to the existing railroad trestles), and in the curve just past the Elk Creek substation that provided power (still there and is referred to as Hobo Shack by locals). Joseph Brosey had made the mistake of not pulling over into what was called a “siding” or “sideways” for the freight car to pass. Roy Bowman shut off power and applied emergency air to the freight car,

(CONTINUED ON PAGE 11)



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Kelli Bush

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Ally Hoskins

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Lilly Runnels

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1st Team All-SWBL Wrestling
1st Team All-Ohio Wrestling
SW District, Sectional Champion
SW District, District Champion
SW District, State Qualifier

Drew Price

1st Team All-SWBL Wrestling
SW District, District Qualifier

Zach Banks

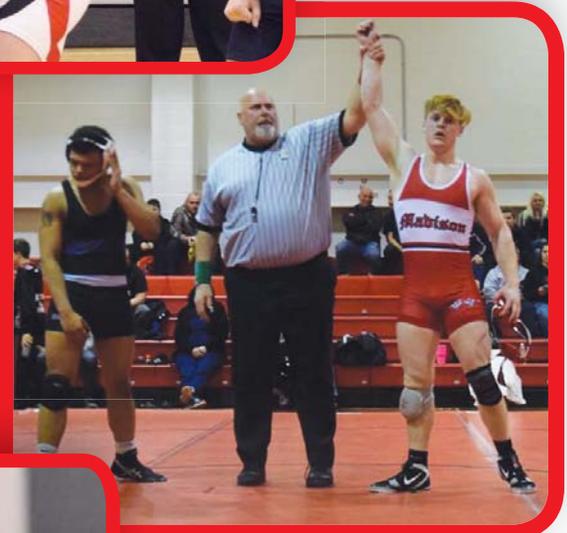
SW District, District Qualifier

Quincy Brown

SW District, District Qualifier

Joey Kendrick

SW District, Sectional Qualifier



Upcoming Dates

- Spring Musical – The Wedding Singer **April 28-30**
 - Spring Choir Concert – Grades 7-12 **May 9**
 - Spring Band Concert – Grades 9-12 **May 16**
 - Last Day for Students **May 23**
 - *2017 Graduation Ceremony **May 26**
- See page 9 for additional details about the 2017 Graduation Ceremony.



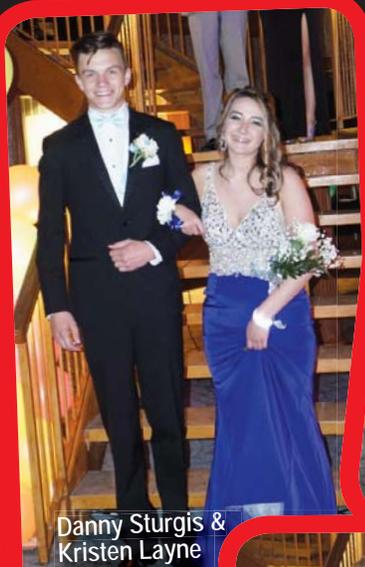
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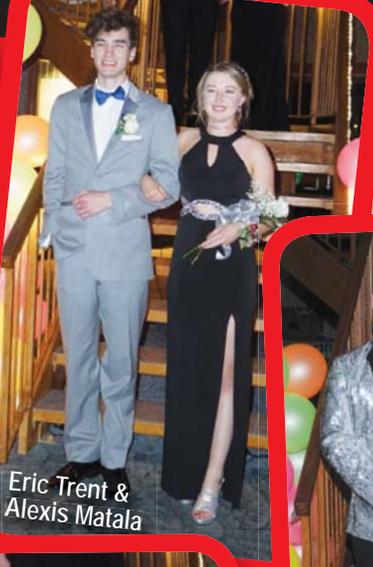
2017 Prom



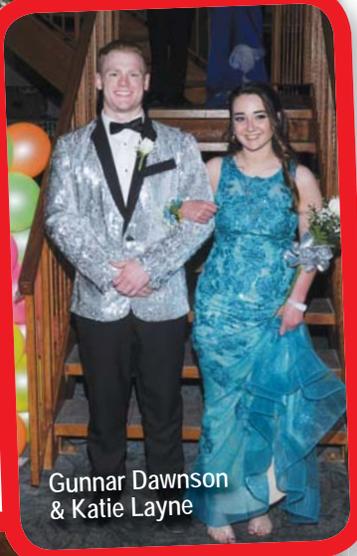
Queen, Hannah Snelling
King, Michael Knight



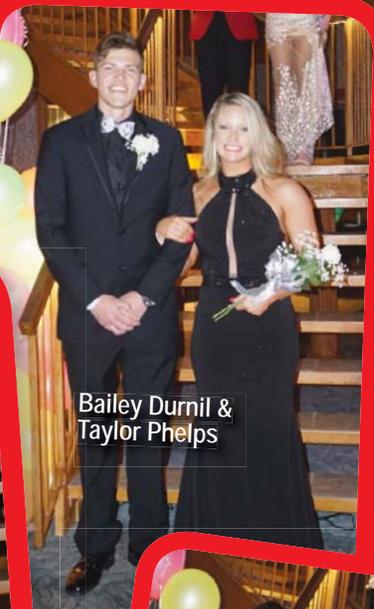
Danny Sturgis &
Kristen Layne



Eric Trent &
Alexis Matala



Gunnar Dawson
& Katie Layne



Bailey Durnil &
Taylor Phelps



Donovan King &
Maggie Schenck



Kyler Hollon &
Hannah Snelling



Michael Knight &
Sarah Ratliff



Justin James &
Cierra Hollon

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57th Commencement Ceremony

This year's graduation ceremony, on Friday, May 26th at 7:00pm will take place in the Madison Jr/Sr High School gymnasium. The change is due to property modifications at the former venue making it impossible to accommodate high school graduation ceremonies.

The Madison Local Schools administration conducted extensive research considering various factors such as size, location/distance, seating, parking, price and availability. Finding no other venue that meets the needs, planning began to make the Madison Jr/Sr High School gymnasium a high quality event center for the ceremony. This will include ample seating, a raised stage, sound system, carpet tiles, lighting and decorations, etc.

Additionally, Madison Jr/Sr High School will offer on-site childcare and a shuttle service from various points on campus to easily transport family and friends to the entrance for graduation. See the adjacent map for available parking and shuttle pick-up locations.

There will be NO limit to the number of family members each graduate can have in attendance.



NOTE from the NURSE

Important information regarding immunizations required for school attendance for incoming 7th and 12th graders:

All students entering 7th grade in the 2017/2018 school year must have an updated Tetanus/Whooping cough booster shot and a MCV4 (meningococcal) vaccine prior to the start of their 7th grade year.

All students entering 12th grade in the 2017/2018 school year must have a MCV4 (meningococcal) vaccine prior to the start of their senior year.

Kindergarten Registration



Madison Local School District Kindergarten registration packets are available in the Central Registration Office at Madison Elementary School door #4 or by submitting an online packet request on the district's website at www.madisonmohawks.org.



This spring, step back into the '80's with the cast of "The Wedding Singer." A time when big hair, parachute pants and pop music ruled Saturday nights.

Based on the 1998 hit romantic comedy starring Drew Barrymore and Adam Sandler, "The Wedding Singer" will make you feel alive as you sway to the music and laugh until you cry! This high-energy cast of more than forty students steps into a time, before their time, to tackle huge dance numbers, racy humor, and the age-old adage that love conquers all.

PRE-SHOW PRICES:

Adults \$10, Students and Seniors \$8, Prices increase \$2 at the door.

Tickets can be ordered from cast members or from www.MadisonArts.org.

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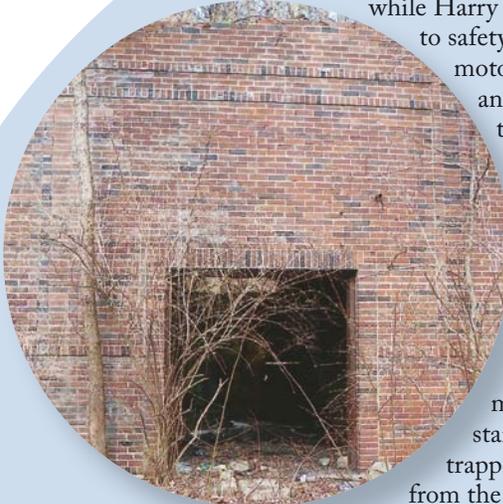
Sunday: 11:00 a.m. - 5:00 p.m.

Sunday Brunch Buffet

11:00 a.m. - 3:00 p.m.



(CONTINUED FROM PAGE 5)



while Harry Shank leapt out the door to safety before the crash. Both motormen set their brakes and applied sand to the tracks. The impact was deafening. The cars hit with such force that they telescoped each other about two-thirds of their length and the freight car drove the passenger car back fifty-five feet. Both motormen were instantly killed. Victims were trapped, crushed, or thrown from the wreckage. John Johnson and Duke Herr were in the rear smoking section and thrown out the windows. Herr lay unconscious and John unknowingly and not remembering later, staggered into Trenton, thus alerting others of the wreck. Johnson and Herr were the only survivors from the passenger car.

Arthur Winsted, whose farm overlooked the scene of the accident, was the first to arrive and grabbed red warnings flags and place them up and down the line for any approaching cars. Motorman Albert Corbett was on the next scheduled southbound passenger car and was ordered to cross over to the wreck site and assist. Middletown police officers, street department employees, and volunteers rushed to aid the injured and remove the dead. It was a lengthy procedure, as most were trapped in the walls of the wreckage, Three Middletown funeral homes sent their hearses to 14th Avenue and South Main Street. The traction car brought the injured over first and then the dead, where they were transported to the hospital or the funeral homes respectively.

An investigation, by county coroner, Dr. Edward Cook and

traction company officials placed blame on Joseph Brosey for ignoring an order to wait on the "siding" for the freight car to pass. It was also concluded that the policy of the one-man car operation should be changed. During the investigation and clean up, a bus route transported traction line passengers between Trenton and Middletown.

The Great Depression, accidents, and the evolution of transportation led to the demise of the traction car line, even with the addition of the "Red Devil" traction car that weighed twenty tons and traveled at 60 miles per hour. On April 13, 1939, the Cincinnati and Lake Erie Railway Company ran one last time – "Red Devil" car # 100, driven by Hamiltonian Harry Bell northbound to Middletown. On April 14, 1939, thirty-two inter-city passenger buses to run the 276-miles between Cincinnati and Toledo replaced the traction line. Had the traction line continued, it might have had an upswing in business during World War II when gasoline was rationed, the home front workforce had increased, and a quick mode of transportation was needed. After the war, buses ran for a short time through Trenton, but eventually ended as did the traction line due to a decrease in business and again changes in transportation.

Companies that owned and operated the traction car line:

- 1896 – Cincinnati & Miami Valley Traction Company
- 1902 – Southern Ohio Traction Company
- 1905 – Cincinnati, Dayton, & Toledo Traction Company (valued at \$5 million)
- 1907 – Cincinnati & Northern Traction Company
- 1908 – Ohio Electric Railway Company
- 1918 – Cincinnati & Dayton Traction Company
- 1926 – Cincinnati, Hamilton, & Dayton Traction Company
- 1930 – Cincinnati & Lake Erie Railway Company

Sources: from the works of Ed Keefe, George Crout, Trenton Historical Society, and personal research. [MT](#)

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Prizewinning Candy Apple Pie

By Pat Ackerman



Crust:

1 1/2 cups graham cracker crumbs
3 Tablespoons sugar
1/2 teaspoon cinnamon
1/3 cup butter, melted
3/4 cup caramel ice cream topping
1 cup pecans, chopped

Preheat oven to 375 degrees. In a medium bowl, combine crumbs, sugar, cinnamon and melted butter. Mix well; press into the bottom of a 10 inch pie plate, then up the sides. Bake for 608 minutes, until golden brown. Remove pie shell from oven and cool completely. Pour caramel into pie shell and then sprinkle with 1 cup of chopped pecans. Refrigerate pie shell while making apple filling.

Yields: 16 servings.

Filling:

5 Granny Smith apples, peeled, cored and sliced very thin
5 Tablespoons butter
1/2 cup brown sugar
1/4 teaspoon salt
1 teaspoon cinnamon

In a large 12-inch skillet, over a medium heat, melt butter and add brown sugar, salt and cinnamon. Stir with a wooden spoon. Add apples and stir. Cook uncovered over a medium to medium-high heat for 15-20 minutes, or until apples are soft and tender. Let cool for 10 minutes; then pour into pie shell. Reduce oven to 350 degrees. Make cream cheese topping.

Cream Cheese Topping:

1 8-ounce package cream cheese
1 teaspoon vanilla
1 egg
1 Tablespoon of lemon juice
1/2 cup sugar

In a medium bowl, using electric beaters on a low speed, combine cream cheese and sugar for about 1 minute, or until smooth. Add egg, lemon juice and vanilla and beat for 1 minute or until fully blended. Pour over apple filling in pie shell. Bake at 350 degrees for 30 minutes, or until an inserted knife comes out clean. Remove pie from oven and let cool. Refrigerate for 4 hours or overnight.

Serve with whipped cream.

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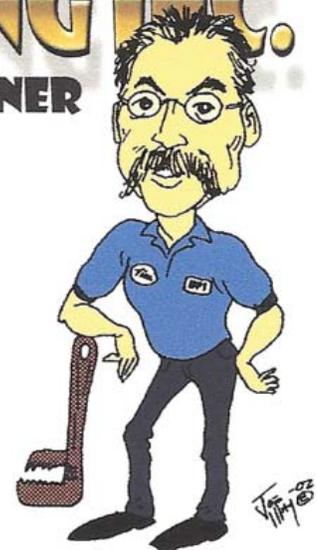
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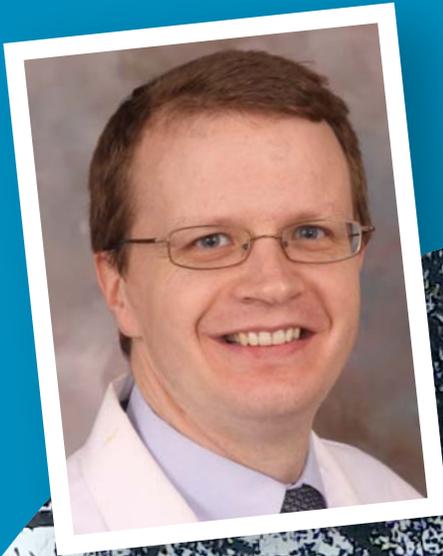
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Outdoor LIFE IN THE SOIL

By Alan B. Cady Ph.D.
Professor of Biology, Miami University

Springtime starts us thinking and planning about our yards, lawns, and gardens. Other than the plants growing there, another underlying factor these areas have in common is the soil. Without a fertile and adequately structured soil the plants could not thrive and provide us with ground cover, landscaping, and food. Since it is so important to supporting our lives, I thought a few words about the soil and its living components would give an appreciation of this lively and interesting resource.

Most folks think of soil as something you walk on, knock off your shoes, or sweep out of your kitchen. Although this might be true, the soil actually is considered to be a solution (like a soup or stew) and an ecosystem of its own. It is a dynamic mixture of minerals, air, water, organic matter, and organisms that is constantly changing. These last two constituents (organic matter & organisms) are essential to soil fertility. The organisms in the soil contribute to soil structure, recycling nutrients (decomposition!), producing organic matter, air and water exchanges, plant root function, and adding nitrogen. On the other hand, soil organisms also may cause damage and kill plants, reducing or destroying crop yields and spreading animal diseases. However, there are many more beneficial than harmful organisms in the soil.

SOIL BASICS

By volume soils are: ~50% mineral, ~24% water, ~24% air, ~2% organic matter and organisms. The amounts of air and water varies since as one increases the other decreases. The various combinations of these elements contribute to soil texture and soil structure.

Soil Texture describes the overall size of the mineral particles in the soil. The texture ranges from coarse (sandy) through medium (silty) and on to heavy soils (clay). Sandy soils have the largest particle size and clay the smallest, thus determining the density and how 'gritty' or 'slippery' the soil is. Soil texture is closely related to fertility because it is important to determining the way soil holds and releases water. Sandy soils do not hold water well and clay does not absorb nor release water very well. (Think of how water flows through the sand at the beach versus a

soil with lots of clay.) The best soils for agriculture have silt for a base, but also have some and some clay and sand. These are called a 'loam'.

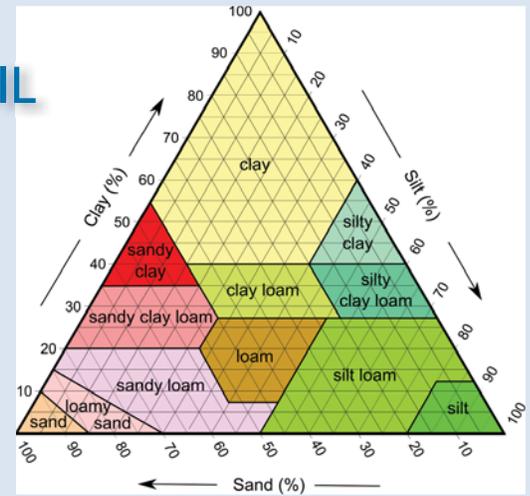
Soil Structure describes how the soil particles are arranged or the 'looseness' of the soil. Soil structure also is closely related to soil fertility because it determines how easily organisms, plant roots, and air & water may move through the soil. Organic matter (humus) is a major determinant for soil structure and fertility because organic matter retains water, is a source of nutrients, prevents erosion, and holds nutrients in the soil.

One of the most important functions of organic matter is that it prevents leaching of nutrients out of the soil. Leaching is the process where the movement of water down through the soil dissolves and carries plant nutrients into the lower layers of the soil where they are not available to plant roots. Organic matter possesses molecules which hold plant nutrients against loss by leaching, then gradually releases those nutrients. (These molecules are called 'chelating agents' in fertilizers.) Thus, soil with low organic matter levels will tend to lose any added fertilizer more rapidly than soils with adequate organic matter.

Organic matter also will hold water in the soil by acting like a sponge to absorb water and hold it against loss, releasing it over time as plants need it. There are many sources of organic matter for your soil. Nature provides plant materials from above (leaves, sticks, dead organisms), and from below (residues from soil organisms). You may increase organic matter in the soil by adding compost or 'seasoned' manure. Using a mulching lawn mower automatically adds organic matter to your lawn as you mow.

ORGANISMS IN THE SOIL

With this short background about the physical components of
(CONTINUED ON PAGE 17)



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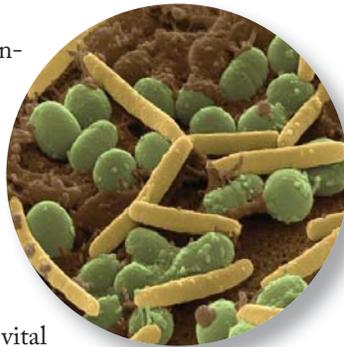
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the soil, let's turn to looking at the organisms living in there. The most important denizens of the soil are bacteria, fungi, nematodes, and larger animals like earthworms, arthropods, and burrowing animals. These organisms are vital to recycling nutrients, adding organic matter, and 'loosening' to soil to allow air and water infiltration. We'll take a look at three of these soil dwellers.

BACTERIA

The most important soil organisms are the bacteria. These are microscopic one-celled organisms living throughout the soil. (One gram of soil (about 0.2 teaspoon) may contain 100 million bacteria.) They are responsible for most decomposition of deposited organic matter and are essential for the nitrogen cycle, a vital nutrient for plants.



Bacteria are central to two of the three main steps recycling nitrogen from organic matter. When leaves, wood, vegetation, and especially dead organisms come in contact with the soil, the bacteria go to work. They initiate the first step of the nitrogen cycle by breaking down the large, complex organic molecules of that organic matter (especially the proteins) into their smaller basic building blocks (amino acids). They then turn those amino acids into ammonia (think of the smell of rotting meat). Another group of bacteria then use a series of steps to oxidize the ammonia to nitrate, which is the form of nitrogen that plants can use. (Most of the fertilizers you buy have some form of nitrate.) The nitrate then dissolves in water and is absorbed by plants, which use the nitrogen in the nitrates to make amino acids and then proteins, completing the cycle. Without this large community of bacteria plants would not have a source of nitrogen.

There is another group of bacteria which are able to take nitrogen directly from the air and provide it to plants. These are called 'nitrogen fixing' bacteria, and are found associated with nodules on the roots of plants called legumes (some types of beans, soy, alfalfa, and certain trees). These plants are able to live in poorer soils because their symbiotic nitrogen-fixing bacteria give them essential nitrogen that may not be in the soil.

You can promote soil bacteria by keeping the soil moist and aerated (dryness kills microbes). An optimum pH is neutral (pH 7) for few microbes grow well below pH 5. Maintaining good nutrient levels (nitrogen, phosphorous, sulfur, calcium) encourages microbe populations. Fortunately, these conditions also are good for plant growth. If the soil has been sterilized it should be inoculated with beneficial bacteria and fungi.

FUNGI

The lowly fungus also is a vital part of the soil ecosystem by being important participants in the decomposition process. While bacteria attack mostly proteins and fats found in organic matter (dead things), fungi are important decomposers of cellulose, the main building block of wood, fiber, and plant cell walls. Thus, they are responsible for reducing leaf litter



(CONTINUED ON PAGE 18)



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(CONTINUED FROM PAGE 17)

and woody materials into the rich humus found in topsoil.

Most folks are unaware of another vital function of fungi relative to helping plants absorb water and nutrients through their roots. These fungi are called 'mycorrhizae' (my-koe-rye-zee), literally meaning 'root fungus'. These fungi live within plant roots (sort of 'between' the cells) and allow the plants to efficiently absorb water and nutrients from the soil. The fungus also benefits from this association by receiving nutrition from the plants. Experiments have shown that if these mycorrhizae are removed from plant roots, the plants weaken and often die. Sterilized greenhouse soils often need to be inoculated with mycorrhizal fungi to permit proper plant growth. This is why mixing natural compost with commercial potting soil often is beneficial.

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EARTHWORMS



The familiar earthworm has become an important soil inhabitant even though most species are not native to North America. Their burrowing through the soil and feeding activities perform important functions to promote soil structure and fertility. Their tunnels 'loosen' and create spaces in the soil allowing air and water to rapidly move under the surface and

plant roots to flourish. They ingest soil as they burrow, digesting the organic matter in the soil for their energy and nutrition. Their undigested wastes mix with the ingested mineral soil, and when the worm moves to the soil surface it excretes this mixture of feces and soil as a 'casting'. In doing so, the earthworm 'mixes' the soil by bringing materials from deep under the surface back to the surface, enriching the soil in the process with its wastes. This also recycles numerous plant nutrients.

Earthworm populations may be promoted by maintaining the soil conditions listed above for microbes and by supplying plenty of palatable organic matter and maintaining low salt levels. Compaction is bad for earthworms.

COMPACTION

Compaction is detrimental to 'soil health'. It prevents air and water from entering the soil and blocks the movement of plant roots. An example of how soil compaction is a severe impediment to plant growth is a typical walking path that forms across a lawn. You all have seen one of these develop over time as people or animals 'cut across' a lawn repeatedly using the same route. Many think the grass dies because of people constantly treading upon it, but the real reason the grass dies is from compaction of the soil. Anyone who has the task of re-seeding such an area knows the first step is to break up the compaction and loosen the soil before sowing the grass. Thus, prevention of compaction is vital to good soil health and plant growth.

I hope these descriptions of some basic physical soil properties and fun facts about the organisms living in the soil have given you a deeper understanding of this important ecosystem. **MT**



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By Rick Henry

Gardening

PLANTING TREES

AND SHRUBS AS A PRIVACY SCREEN

There are different reasons to plant a privacy screen just as there are to install a privacy fence. It has become popular in past years to create “outside rooms.” Using trees and shrubs to create borders for an outside living space is perfect. Sometimes privacy is desired for a homeowner’s deck or patio. Maybe your neighbor has decided to build a ‘shrine to aliens’ or some other unsightly intrusion is taking place. In any case, a well planted privacy screen can provide an excellent solution for varied issues in one’s own backyard.

I have about 200 feet of privacy screen in my backyard. I planted this using Amur River North Privet, they were bare root cuttings from a mail order catalogue 28 years ago. These cuttings were fast growing shrubs. Within 5 years I had an attractive full screen 6 feet tall. Today, they are still going strong and doing the job very nicely. Initially, I kept these trimmed formally, somewhat tightly, and kept the height at about 6 feet. But, over the years I have learned to appreciate them in a more informal natural state. And, I have learned the art of allowing them to reach their mature height of 10 feet and trimming only the sides about every three years. This affords a better aesthetic and makes them much lower maintenance.

I didn’t realize it at the time, but I actually broke just about all the guidelines given then and now for planting a screen. Generally, the plants that are recommended for a screen are all evergreens, either conifer (like Juniper or Arborvitae) or any tall growing broadleaf evergreen. The Privet that I used is neither; it is a small leafed deciduous shrub. But, it tolerates trimming very well and it grows very fast—looking back this was the right choice. I strongly recommend it as one option for planting a privacy screen. Privet develops a woody core as it matures, and this addresses the issue of continued privacy during the winter. I have also strategically planted evergreen trees such as Spruce, Fir, and a Weeping White Pine that combine to provide an excellent screen with the privet. My experience with some evergreens such as Juniper and Arborvitae has been that they grow slowly, tend to hollow out in the center over the years, and characteristically grow in a pyramidal or conical shape not really favorable or conducive to good screen.



Although, I have found one exception to the above comments about using evergreens. This is an evergreen known commonly as Eastern White Cedar or Eastern Arborvitae. This is *Thuja Occidentalis Nigra*. After reading about this evergreen I decided to give it a try about 15 years ago. It has also worked well; this has had a good growth rate and formed an attractive screen, and has remained dense after many years now. In addition, to the strong recommendation for the Privet above, this evergreen deserves a strong recommendation also.

Ultimately though determining the purpose of and space allowed for a privacy screen will dictate which plants are best suited for one’s own particular needs. There are other shrubs and trees that can provide an excellent screen (both formal and informal), but some of these also require much higher maintenance.

Robert Frost said, “Good fences make good neighbors.” Depending on one’s own needs or reasons for planting a living screen, possibly the words of Frost are appropriate here as well to a consideration of planting a living fence/screen. Regardless of the reason(s) for planting a living wall or a living screen, if done correctly it can also boost the natural beauty of your home and your neighborhood. **MT**

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By Todd Daniel

Road Department

WINTER REPORT



After a mild winter last year we have backed that up with another one. As of this writing we have used approximately 200 tons of salt at just under \$14,000.00. This is significantly down from our 500 + ton avg. If this ratio holds true throughout our region salt prices should not see a significant increase if at all.

This winter we were also able to purchase a new 2016 Western Star Plow truck. This truck replaced the 1999 International that was given to us by Duke Energy.

SUMMER PROJECTS WILL INCLUDE:

- Resurfacing of Dickey Rd. – West Alexandria Rd. to Kalbfleisch Rd.
- Resurfacing of Howe Rd. – Elk Creek Rd. to Wayne Madison Rd.

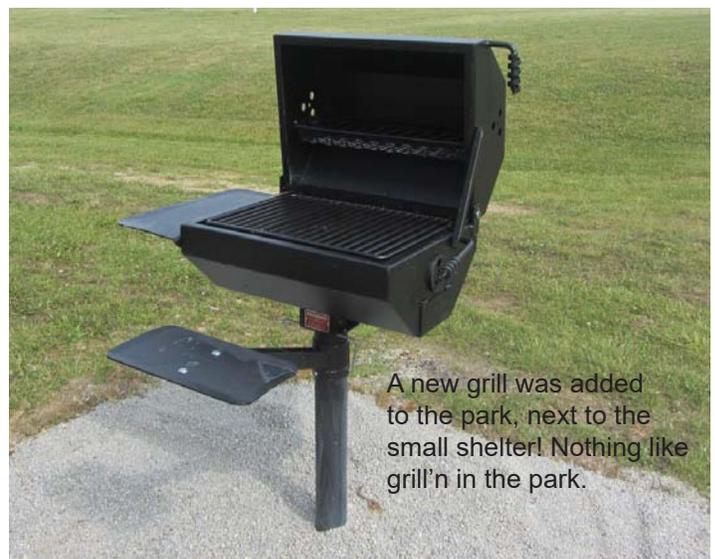
- Resurfacing of Thomas Rd. – Sloebig Rd. to Middletown Germantown Rd.
- Base Repairs on Hinkle Rd. and Michael Rd.
- Removal and replacement of Pleasant Hill Cemetery drive on Elk Creek Rd.
- Resurfacing of Elk Creek Rd. by BCEO – Chip and seal
- Replacement of bridge on Browns Run Rd. at Hetzler Rd. intersection at an estimated cost of- \$360,000.00 – BCEO
- Capital improvements this year in our township will total around \$675,000.00

Note: The Myers Rd. bridge is still tentatively scheduled for replacement in the summer of 2018 - BCEO Storm Water Grant

We recently applied for a grant thru the Butler County Storm Water District. This grant is for the demolition and replacement of our current 20 + year old salt barn. This project is in excess of \$300,000.00 and if awarded should start this summer.



A large, double grill was added by the larger shelter! Enjoy, and please clean up after you're done.



A new grill was added to the park, next to the small shelter! Nothing like grill'n in the park.



CEMETERIES

Since our last newsletter we have been able to complete a couple of large projects in the Miltonville Cemetery. These were the last and toughest two on the list that the prior board had required us to complete upon taking ownership. One was the complete restoration of the receiving tomb to its original condition. This was done with the help of two outside contractors. Premier Tri-State Roofing and Hart Restoration both out of Cincinnati, Ohio. The total cost on this building was \$25,190.

The second project was the removal, replacement and restoration of the storage building in the northwest corner of the cemetery. This project was done completely in house by our road crew. I was very proud of their effort and result on this project. Our total cost for this restoration was around \$3100.

PARK

There is really not a lot planned this year for the park but we will be installing an additional drinking fountain near the back shelter that was purchased late last year.

We will continue to work with the county engineers and fellow townships to provide the best and safest roads that we can. If you have any questions concerning our roads, parks or cemeteries please feel free to contact our office at 513-424-0821. [MT](#)



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Fire Department



It's spring time and a good time to do that clean up job around the house and get rid of all those tree limbs and things to make your place look good for the summer. If you decide to burn in the township please make contact with your local fire department first for approval. Once you make contact with the department we will send a member out to look at what you have to burn, make sure it's not close to any structures or contain items that should not be burnt. If needed we will schedule department members and fire apparatus to stand by with your open burn to make you and your neighbors feel better about the open burn. The Madison Township Fire Department still has some address signs and numbers that can be placed on mailboxes to make it easier and better for fire department members to locate your address at the time of an emergency. If you live down a long driveway or lane and there are trees, tree branches or items that are close to your driveway that may cause damage or delay of fire apparatus please do what you can to clear that area to make access better for the emergency vehicles. In the near future the Madison Township Fire Department should

be receiving delivery of a 2017 Horton Life Squad, the scheduled date of delivery is around the last week of May. Also the fire department is still in the planning stages of a new fire department building, this is planned for construction near the entrance of the township park.

AWARDS

On December 4th, 2016 the Madison Township Fire Department honored members of the department that have went beyond the call of duty, for this, the members shown have received the department's Firefighter of the Year Award for 2016. Standing left to right are: Captain Jeff Lawwill, Firefighter / EMT Chris Wells, Firefighter/EMT Joseph Laswell, Lieutenant Jordan Peters and Captain Mike Dawson all responded to a tragic incident at the Madison Jr/Sr School on February 29th, 2016. Madison Fire and Squad was dispatched to a call of an active shooting, the squad arrived on scene of the school within 2 minutes of dispatch, arriving into an active, non secure scene with no information on potential more suspects or shooting suspects in the area. As other arriving fire and

squad units arrived on scene coordination was made with responding mutual aid departments as well as responding medical helicopters to the area. On this date the fire and squad members responded professionally, without hesitation and coordinated a situation involving several other departments and agencies. Job well done by our Madison Township Fire and EMS.

LIFT COT

This piece of equipment was purchased and placed in service for the Madison Township Fire Department in 2015. This lift cot was purchased by way of a grant, total grant was approximately 30,000.00, provided by the Workers Compensation Agency in an effort to help reduce injuries involving emergency responders. This lift cot will assist squad personnel on lifting and securing the patient in the life squad, the unit can lift a patient up to 700 pounds and after lifting the patient the tracking unit will slide the patient into the life squad for transport to a local hospital.

CPR CALLS

This device was recently purchased by the Madison Township Fire Department to be used on CPR calls for victims of a cardiac arrest. This device was an approximate cost of \$8000.00 dollars, and will assist emergency responders with chest compressions for patients in a cardiac arrest. This device provides more efficient and effective compressions on patients, and also frees up squad personnel to do other responsibilities during a CPR call. [MT](#)



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