

The Carbide Courier

The
Dayton Underground Grotto
of
The National Speleological Society



Volume 18, Issue 11

November 2009

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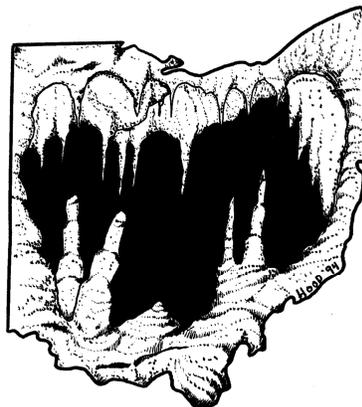
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**GROTTO MEETINGS**

Grotto meetings are held the 2nd Sunday of each month (except for September, December and month of Wormfest) at 7:00 pm at Roger and Lynn Brucker's house, 1635 Grange Hall Rd., Beavercreek, OH. For directions, see the map on the back cover, or go to the DUG web page:

www.dugcaves.com

MEMBERSHIP INFO

Annual membership is \$15 per individual, or \$20 per family (\$5 additional for those wanting a paper copy of the newsletter). Membership includes the monthly publication of *The Carbide Courier* in paper or electronic format. Memberships are renewable on October 1st. Dues can be mailed to:

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Please make checks payable to:
Dayton Underground Grotto

You can also pay online using PayPal at:

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HAPPY**THANKSGIVING!**

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Front Cover: Decorative Rock in Front of Bill Carr’s House at the Great Saltpetre Preserve

Volume 18, Issue 11 November 2009
The Carbide Courier is sent electronically the last week of the preceding month and also sent to the printer at the same time. Submissions must be sent to the editor by the Friday preceding the last week of the month at carbidecourier (at) yahoo (dot) com.

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From the Editor...



Hello DUGsters,
 I’m beginning my second term as Editor of your *Carbide Courier* and I need your help! I need you to send me articles and pictures to publish! Without material from you, there can’t be a monthly newsletter. I know many of you are doing things, so take a moment to write it up and send it to me!

Also, if you have not yet renewed your DUG membership, and you receive a hard copy of the *Carbide Courier*, please note that it says “DUES ARE DUE” on your mailing label. The December edition will be your last edition if dues are not paid by then. So, get your dues paid so there is no break in your *Carbide Courier* service.

Also, remember that dues are now \$20 for those electing to receive a paper copy of the *Carbide Courier*. This additional \$5 covers the cost of producing and mailing the newsletter.

The Christmas Party is fast approaching and I’m sure Sandy Rice will need help on the committee. Please contact Sandy if you want to help out!

That’s all for this month.

Mike Hood
 Editor



Calendar of Events

- November 8th 7pm - Grotto General Membership Meeting
Roger & Lynn Brucker's House (See back of Courier for map)
- December 5th Grotto Christmas Party at the Airport Travel Lodge Motel (same location as past years)
- January 10th 7pm - Grotto General Membership Meeting
Roger & Lynn Brucker's House (See back of Courier for map)
- February 14th 7pm - Grotto General Membership Meeting
Roger & Lynn Brucker's House (See back of Courier for map)
- March 14th 7pm - Grotto General Membership Meeting
Roger & Lynn Brucker's House (See back of Courier for map)
- April 11th 7pm - Grotto General Membership Meeting
Roger & Lynn Brucker's House (See back of Courier for map)
- May 9th 7pm - Grotto General Membership Meeting
Roger & Lynn Brucker's House (See back of Courier for map)

November Birthdays!

Tim Grissom—1st
Steve Robinson—6th
Kelly Cassidy—7th
DUG Borehole—11th
Sarah Bowers—13th
Pat Yuellig—18th
Mark Poe—24th
Keith Turner—30th
Marquettia Crabtree—30th



New Member!

Neena and Werner Jud
Cincinnati, Ohio



Welcome!



Hello!!!

It's getting close to that time of year. The DUG Christmas party!! After some looking around, and deal making, The DUG Christmas party will be held at the Travel Lodge again this year on December 5th. Sandy Rice will chair the party, and I'm sure she is looking for hands to set up on Friday night.

Since caving is on hold, we can use your help What can we do to keep interest in DUG? Camping trips? Backpacking? Mountain biking? Field trips? I want to hear from you!

Dana Sutherland
Chairman

Reminder from the GSP Treasurer

The recent Halloween party weekend at GSP was fun and well attended. There were many people that pitched a tent or hooked up at the electric sites. A couple of people handed me camping money directly during the weekend. But late Sunday, after everyone had left, I checked the pipe for the last time and there was only 36¢ in it. Plus I have it on good authority that this loose change was deposited by a camping pass holder. If you did not purchase a yearly camping pass, please be mindful of the importance of your camping payment. GSP relies on this income and the modest adder for electric use to meet all operating expenses as well as general maintenance of the buildings, equipment, and special projects that make the preserve more comfortable. Members of our three affiliated Grottos are the primary visitors during most of the year.

So if you camp at GSP please honor the requested fees: \$4/night/person plus additional \$4/night for use of electric sites. If you sponsor a guest, please let them know too. If you would like a receipt, please provide name and address. Checks should be made out to Great Saltpeter Preserve. You may always pay by mail at any time by sending to GSP c/o me at 1044 Vacationland Dr. Cincinnati OH 45231.

Thank you for supporting GSP.

Werner Jud

MAJOR GSP PROJECT PLANNING

By Chris Hacker

All,

With winter soon upon us, it's time to consider the planning and implementation of a significant project for GSP.

The initial idea and project for the exterior back wall drain expanded like a particle hit in the Large Hadron Collider.

So, in an attempt to make the overall project manageable, and have some chance at success, I am going to try and break the overall major rehab down into manageable and achievable goals.

The core of the project is re-doing the waterproofing on the back wall of the kitchen to stop the seeping down at the bottom of the wall. That would need to be done before we leveled the floor, installed a floor drain, and applied a non-slip tile surface (like quarry tile). So,

Sub-project #1: Rear Wall Exterior Drain Installation

There has been talking for a couple of years now about creating a gray-water garden to handle the sanitary waste water from the kitchen. This would entail installing a grease/sediment trap in the existing sanitary line and running a pipe into something like an above ground swimming pool with rocks and dirt at the bottom and water loving plants on top – kind of like a rain garden. The other option is considering a conventional septic system – or tying into our existing system in front of the shower house. So,

Sub-project #2: Kitchen Waste Water Remediation

(Continued on Page 8)

“Grand, Gloomy, and Peculiar: Stephen Bishop at Mammoth Cave”

By Roger Brucker

"Grand, Gloomy, and Peculiar: Stephen Bishop at Mammoth Cave" has been published in hardback and paperback by Cave Books. Go to www.RogerBrucker.com for links to Speleobooks and NSS Bookstore and Cave Books to order a copy. Roger wrote the following article to describe some of the background of his newest book.

Origins of the Stephen Bishop Story

By Roger W. Brucker

Stephen Bishop, a slave guide at Mammoth Cave, KY between 1838 and 1857 is known from fragments of fact, accounts both fictional and non-fiction, and from the original source: his autograph smoked or scratched on walls and ceilings of Mammoth Cave and Salts Cave.

I first visited Mammoth Cave in 1937 as an 8-year old and have been exploring Mammoth Cave ever since. I have co-authored four nonfiction books about Mammoth Cave, and have heard about Stephen Bishop most of my 79-year old life. As an explorer and mapper myself, I could put myself into the man, who I concluded was curious, had vision, and worked hard. None of the accounts of his life captured for me the explorer's drive to discover, investigate, and enjoy the cave.

The first descriptive accounts of Stephen were written by Alexander Clark Bullitt in *Rambles in the Mammoth Cave, During the Year 1844*, by A Visitor (sic.). This guidebook refers to "Stephen" in passing as the intrepid guide and credits him with finding Gorin's Dome, crossing the Bottomless Pit, and discovering Mammoth Dome and Cleaveland Avenue. He is credited for drawing the tipped-in map of the cave. *Rambles*, published anonymously by Morton & Griswold, Louisville, KY in 1845 in several editions. The book was reprinted by Johnson Reprint Corporation, New York, NY in 1973, and the second reprint edition was published by Cave Books, St. Louis, MO, in 1985. Cave Books is the publishing and bookselling affiliate of the

Cave Research Foundation. The book may be downloaded from the Internet.

In an "Introduction to the (Second) Reprint Edition" Mammoth Cave Historian Harold Meloy identified Alexander Bullitt as the author of *Rambles*. Harold Meloy, the unofficial Historian of Mammoth Cave for many years, wrote comprehensively of how John Croghan, owner of Mammoth Cave, commissioned the guidebook. Meloy's twenty-five page historical note details the sequence of explorers, mappers, owners, and famous visitors. He provided the first extensive account of Stephen Bishop and his influence on subsequent publications about Mammoth Cave.

Harold Meloy must be considered the primary historian of Stephen Bishop's exploits and accomplishments. His "Introduction" largely paraphrases his 1974 article "Stephen Bishop: the Man and the Legend" originally published in the *Journal of Spelean History*, and later reprinted in *Caves, Cavers, and Caving*, Bruce Sloane, Editor, Rutgers University Press, New Brunswick, NJ, 1977.

When I wrote the "Historical Appendix" to *The Longest Cave*, by Roger W. Brucker and Richard A. Watson, Knopf, New York, NY, 1980, the sketch about Stephen Bishop was based largely on Meloy's work. I made an error in that sketch, saying that Charlotte Bishop became the wife of William Garvin, instead of the truth that she became the wife of the widower Nick Bransford. That error has been copied by writers who used the account in *The Longest Cave* as the source of their articles on Stephen Bishop.

In 1983 I sent an outline of the book I intended to write to my literary agent, the late Roberta Pryor. She found slight interest in a novel about Stephen Bishop, and I turned to original research on Stephen by examining carefully the places he discovered and locations where his signature is found on walls and ceilings in Mammoth Cave. Accompanying his autograph sometimes is that of Charlotte Bishop in

far reaches of the cave – places that I doubt that regular tours would have ventured. It became clear to me that Charlotte Bishop was a sturdy, intrepid caver in her own right to have accompanied Stephen so far into the cave.

Charles Swedlund in 2000 compiled an ongoing database of photographs of historic names found on walls, ceilings, and rocks in Mammoth Cave over a ten-year period of an Earthwatch investigation, which provides a systematic gazetteer of explorer and visitor names, dates, and locations. This valuable research tool helped me learn at least some of the places that Stephen went, sometimes with Charlotte.

By 1990 I had written first drafts of some of the chapters in my novel about Stephen Bishop, but did not pick up the project in earnest until 1999. The problem was how to tell the story. A third-person account of Stephen would not capture the obsession and passion of the cave explorer. I wanted to tell his story in first person, but who would read a book that began, “Let me tell you how I became the most famous cave explorer in the world...”?

The stimulus was meeting Mark T. Sullivan, successful author of many novels, who was a student in my Speleology class which I have taught for more than a score of years for Western Kentucky University at Mammoth Cave. I always ask my students what they want to DO as a result of taking my class. Mark Sullivan said he wanted to write a thrilling cave novel, and hoped to gain insight and experiences to make it realistic. That book, *Labyrinth*, Atria Books, New York, NY, 2002 drew heavily on that class experience. He let me read his previous novel, *The Purification Ceremony*, Harper Collins, New York, NY, 1997. In that story the narrator is a Native American woman bow hunter. Astounding, I thought, here’s a man writing from the viewpoint of a remarkable woman!

I could write the novel about Stephen from Charlotte Bishop’s point of view. I asked Sullivan how he did it. He said he asked some women authors who told him to show his manuscript to several women – they would tell him if he missed the

female perspective. When I was deep into the writing I told an African American friend that I was writing a novel from the viewpoint of an African American woman slave. He said, “You’ll be lucky to get any one of those three right!”

During the time I was writing and investigating Charlotte Bishop’s background I read dozens of slave narratives, novels about slaves, and nonfiction books about slavery. I visited Locust Grove, the homestead of John Croghan and his family in Louisville, KY. I talked with Phil DiBlasi, an archaeologist who had investigated Locust Grove.

In 2004 a children’s novel was published, *Journey to the Bottomless Pit: The Story of Stephen Bishop*, by Elizabeth Mitchell, Penguin Group, New York, NY, 2004. Ms. Mitchell, a prolific author, had read the few accounts of Stephen Bishop and consulted the interpretive staff at Mammoth Cave National Park. Her third-person account describes an obedient and politically correct little boy who stumbles into discoveries, makes a map, and is rewarded by being given a pretty mulatto girl to marry by his kindly owner.

In 2007 a novel was published for young people, *Underground*, by Jean Ferris, Farrar, Straus and Giroux, 2007. It is written from Charlotte’s point of view (by a woman author). Ms Farris, a prolific author, had extensively researched the Underground Railroad that helped slaves escape prior to the Civil War. In an interview, Ms Farris said that she invented a plot in which Charlotte and Stephen hide escaping slaves in Mammoth Cave as a way station on the Underground Railroad. Since she was writing a novel, who cared whether it was true or not? The historic research that Ms Harris performed was on the Underground Railroad, not on Stephen, Charlotte, or Mammoth Cave. She read Elizabeth Mitchell’s book, and may have read the few other accounts that exist about Stephen and Charlotte. Unfortunately, Jean Ferris’s fictional idea that Stephen Bishop was somehow involved in helping slaves escape has crept into sources like Wikipedia. It is not true that Stephen and Charlotte Bishop or Mammoth Cave had anything to do with the Underground Railroad.

When telling Stephen Bishop's story, I wanted to tell it from the point of view of a woman who had an obsession of her own. I invented running as her obsession. Charlotte would never have understood Stephen's obsession otherwise. I equipped her with curiosity and tenacity – the resourcefulness to survive and live a rich and adventurous life under the yoke of slavery. I have attempted to tell the story of real people with real motives and real accomplishments without violating any known facts.

Originally I tried to write in what I imagined to be a slave dialect. Only Mark Twain could pull off such a feat, and some of the transcribed slave narratives in dialect are simply impossible to read. A friend challenged me on my racist approach to dialogue. Then I read Frederick Douglass, a slave with only two years of education, who wrote simply and clearly. Stephen and Charlotte learned to read and write in association with the learned gentry of the time. They interacted daily with educated people. It is not surprising to me now that straightforward writing transcends dialect.

Roger W. Brucker
Author

Grand, Gloomy, and Peculiar: Stephen Bishop at Mammoth Cave

June 9, 2009 Roger.Brucker@sbcglobal.net
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GSP Project Planning (Continued from Page 5)

Somewhere in the discussion above, we bridged from exterior projects that would impact possible interior projects, so those became included as well, due to logistic, labor and other project timeline issues that would have to be considered.

There is also the potential for our facility to come under the scrutiny of local health officials, and that bears upon future use and impact on the interior spaces. This section also includes the option of placement and installation of a vented range hood. So,

Sub-project #3: Electrical System Efficiency Upgrade

Having to do all the exterior and a certain amount of work to the interior led to an overall efficiency and floor grate discussion. If there is to be the work conducted such that major components are moved around, it may be that a overall efficiency review for the kitchen needs to be conducted, that results in an efficient, workable design. So,

Sub-Project #4: Kitchen Efficiency Review and Movement.

Now that we have four major sub-projects, let's take a moment to plan.

What I'd like to do is see someone take ownership of one each of the sub-projects and we can begin the formal planning process to include, materials, labor, costs and most important, establishment of achievable goals in a timeline to not interfere with summer operations at GSP.

If you're interested in one of these sub-projects as manager, please let me know.

Chris Hacker

2 INDICTED IN CARTER CAVES BAT KILLINGS

From an E-mail Provided by Andy Niekamp

Men allegedly killed 100, could serve up to a year in prison

By KENNETH HART - The Independent

ASHLAND — A federal grand jury has indicted two men for allegedly killing more than 100 endangered bats at Carter Caves State Resort Park in the fall of 2007.

Kaleb Dee Morgan Carpenter and Lonnie Wales Skaggs both were charged with violating the federal Endangered Species Act in a true bill returned last week by a U.S. District Court grand jury sitting in Ashland.

Both defendants could be sentenced to up to a year in prison and fined up to \$1,000 if they are convicted. The ages and addresses of the two were not immediately available.

The indictment alleges that Carpenter and Skaggs entered Laurel Cave on Oct. 23 and Oct. 26, 2007, and killed a number of Indiana bats by crushing them with flashlights, rocks and their feet.

The bats were hibernating at the time and were knocked from their perches and killed, officials said.

The Indiana bat, also known as *Myotis sodalis*, is an endangered species.

Carpenter and Skaggs allegedly killed 23 bats the first time they were in the cave and 82 the second time, the indictment states.

The bat-killings led to the construction of metal gates at Laurel Caves designed to protect the sleeping animals, and to the posting of a \$5,000 reward for information on the crimes. Bat Conservation International, an Austin, Texas-based organization devoted to the preservation and protection of bats, was one of several entities that contributed to the reward fund.

Jim Kennedy, a conservation biologist with BCI, said Tuesday that he was pleased to learn that charges had been filed in the bat slayings, which he said were senseless acts of “wanton violence.”

“This sends a very strong message,” he said.

According to Kennedy, Laurel Cave is one of four at Carter Caves that is home to Indiana bats. All of them, he said, are “very important” to the survival of the species.

For that reason, the caves are off-limits to visitors during the late fall and winter so the bats’ hibernation won’t be disturbed, he said.

Kennedy said it was probable that bats that weren’t killed were also adversely impacted by the invasions of their habitat. Bats store energy for hibernation, and being awakened from their slumber would have likely caused them to burn off part of their reserves, he said.

Carter Caves naturalists Coy Ainsley and Sam Plummer were not available to comment on the indictment Tuesday.

Warrants have been issued for Carpenter and Skaggs, but neither had been arrested as of Tuesday, according to court records. Their arraignment date hasn’t been set.

A grand jury indictment is a formal accusation of a crime and does not establish guilt.

Louisville Courier-Journal

Controversial I-66 construction project stalls as funding dries up

By R. G. Dunlop • rdunlop@courier-journal.com • October 19, 2009



The Kentucky Transportation Cabinet has halted preliminary work on a key portion of the proposed Interstate 66, the controversial highway project through Southern and Eastern Kentucky long championed by U.S. Rep. Hal Rogers.

The reason: there is little prospect that construction funds will be available in the foreseeable future.

Because of its decision to pull back, the cabinet missed a key June deadline to finalize a major environmental study of the 28-mile segment of the road that would run through Laurel and Pulaski counties, the heart of Rogers’ 5th Congressional District.

A preliminary study of the environmental impact of that segment was completed in May 2006. The Federal Highway Administration had given the state until June 1 to complete the final document, which must get federal approval before construction can begin.

"Since the end of 2008, the project's been dead in the water," said John Sacksteder of HMB Professional Engineers Inc. and the project manager for the London-Somerset portion of the road. "We were told (by the Kentucky Transportation Cabinet) to wrap up what we were working on and to set it on the shelf until further notified."

I-66 was conceived nearly two decades ago as a coast-to-coast corridor that would run through Southern Kentucky from Missouri to West Virginia.

But, as The Courier-Journal reported in a 2007 series, the project soon was abandoned by every other state as being unnecessary or too expensive.

Rogers, a veteran Republican congressman, has nevertheless almost singlehandedly kept his vision of the I-66 dream alive, funneling more than \$100 million over the past decade into planning, engineering and design work on two segments totaling 61 miles.

To this day, not a shovelful of dirt has been turned. But Rogers claims not to be deterred by the latest setback.

He said in a recent statement provided by his office that "many worthy transportation projects across the country are in a holding pattern until sufficient financing is realized. This is nothing new, and doesn't just affect I-66 or the Commonwealth of Kentucky."

Transportation Cabinet spokesman Chuck Wolfe said the project has been "put on hold until further notice."

The lack of money to proceed with the London-Somerset portion of the road also caused the cabinet to abandon efforts to pursue legislation in the 2009 General Assembly that would allow for a second bridge across the Rockcastle River as part of the project. A two-lane bridge currently carries Ky. 80 traffic over the river.

Wolfe said that "when the project regains momentum" the cabinet intends to seek an amendment to the state's wild rivers law, which bars construction over the protected section of the Rockcastle where the new bridge would be built. Environmental groups have said they would challenge a change to the law in court.

The cabinet estimates that it will cost about \$338 million to build that segment of I-66, Wolfe said, even though its current highway plan puts the cost at "over \$500 million" and despite the fact that its projected price tag just two years ago was \$1.5 billion.

Asked how the projected outlay could have declined so much, Wolfe said cabinet officials told him that the earlier, higher figures were "highly approximated, not

detailed estimates." He added: "There was no attempt to make the cost estimate more palatable."

The cabinet also has not obtained a final "biological opinion" from the U.S. Fish & Wildlife Service assessing whether the road construction would have an adverse effect on certain species or habitat. The opinion is required before construction could begin.

"We don't consult unless we're asked to consult," said Lee Andrews, supervisor of the service's Kentucky field office. "It may not be to their (the state's) advantage to spend the money on a biological assessment if they don't have a project to build."

Resurrecting plans to actively pursue the London-Somerset portion of I-66 would take a development on the order of a "major car company" wanting to locate along the proposed route, Sacksteder said.

Asked his assessment of the project's future, he added: "You can't ever say something's totally dead, but certainly it's dormant until there is some occurrence like that."

But Jack Fish, president of Kentuckians for Better Transportation, an advocacy group that supports the construction of I-66, said funding to build the road, not an expression of interest from industry, would have to materialize first for the project to proceed. "No company is going to locate a plant, today, contingent upon a transportation facility being completed in eight to 10 years," Fish said.

Rogers' district also includes the only other segment of the road where preliminary work has been done, a 33-mile stretch in Pike County. That part of the project likewise has been dormant during the past year.

The two proposed sections are five counties and 120 miles apart. In between are highways of varying quality, including some dotted with stoplights — hardly the high-speed transcontinental corridor once envisioned by transportation planners.

Still, Rogers said in statements that "we are moving forward and not looking back." He added: "I and so many local leaders from both ends of the commonwealth are unmoved in our commitment to seeing I-66 connect our region and our people to the world. This isn't just the right thing to do for today, it is the responsible thing to do looking toward tomorrow."

Critics, however, said the only responsible course of action is to abandon the project.

"They're sort of frittering away money," said longtime environmental activist Leslie Barras. "Why did we start this process in the first place if there's no long-term funding source? It's a waste of everybody's time."

Tom FitzGerald of the Kentucky Resources Council characterized the latest delay as significant because the project now is not "shovel-ready" and thus is ineligible for federal stimulus funds.

"I would hope that, in this time of great fiscal pressure on our transportation infrastructure, the Beshear administration and General Assembly would revisit the option of utilizing and selectively upgrading the existing deck of Route 80," FitzGerald said.

But Jay Blanton, a spokesman for Gov. Steve Beshear, said that the administration continues to "strongly support Congressman Rogers' efforts to secure federal funding for this project and others that will improve connectivity and access throughout the mountains."

In addition to its shaky economic underpinnings, I-66's environmental impact would be significant, taking nearly 200 acres of the Daniel Boone National Forest, mostly in Laurel County. And the road would traverse unstable cave and sink-hole areas of Pulaski County that are vulnerable to groundwater pollution, flooding, and possibly catastrophic collapse.

"Citizens' groups aren't going to go away," Barras said. "If the project comes back up, we will be there."

Got any **disposable** income? Ten or fifty dollars you don't know what to do with?

Give some of it to the Great SaltPetre Preserve Composting Outhouses fund!

It's not like you would be **flushing** it down the drain –

Quite the contrary, all your money would stay here, as an investment in the quality of water in Rockcastle County.

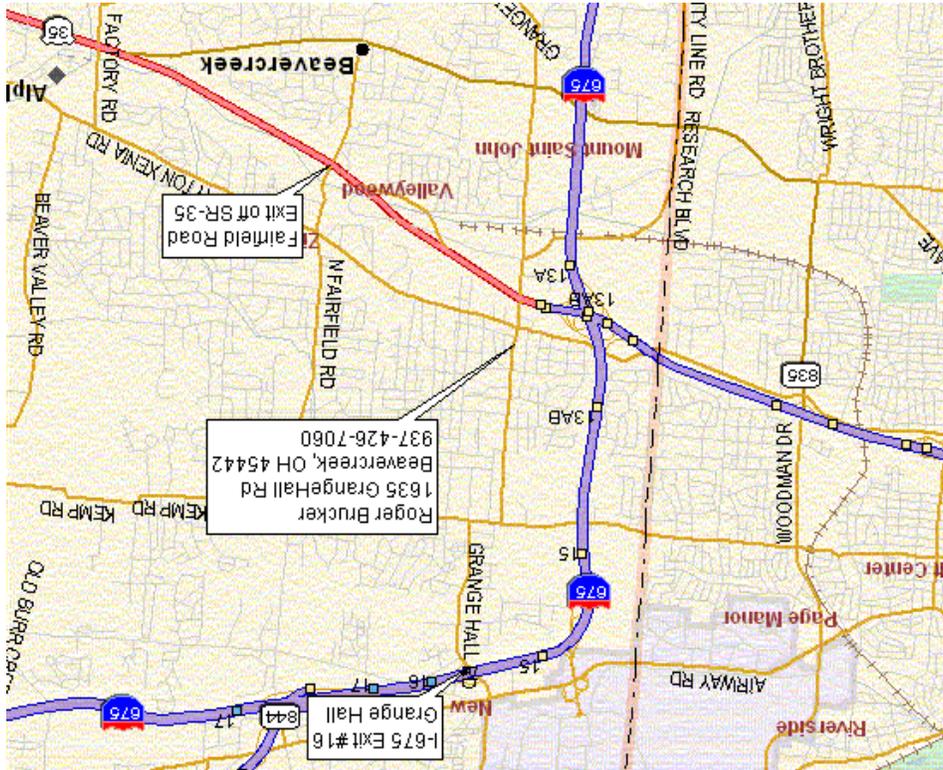
Composting toilets do not need a water line or a septic system, so they save clean water for drinking or showering.

It won't go to **waste** like in some executive's Wall Street account. It will actually help us meet the GCG matching grant.

Think about all the people who visit GSP for Field Trips and Open House who would make their own **deposits** – they would also be learning about the "technology" of composting toilets and how they could use one on their own piece of karst land.

So **dump a load** on us!

Make checks out to Great Saltpetre Preserve, memo line: Composting Outhouses. Mail to Werner Jud, Treasurer 1044 Vacationland Drive Cincinnati, Ohio 45231.



**The Carbide Courier
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