

Held in Room 528, at the Statehouse at 1:15 ~~xxx~~/p.m., on  
March 14, 1973.

All members were present except: Maag, \_\_\_\_\_, \_\_\_\_\_,  
\_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_.

Conferees appearing before the Committee were: Senator Don Christy; James DeCoursey, Legal Counsel for State Highway Commission; Col. Allen Rush, Highway Patrol; Mary Turkington, Kansas Motor Carriers Association; Tom Schwinn, Kansas Oil and Gas Association; John Hiller, Shawnee County Commissioner; Senator William Mulich

The Committee considered the following items:

S. B. 281 - AN ACT CONCERNING WARNING DEVICES OR SIGNS FOR IRRIGATION SYSTEMS. Senator Christy told the committee this bill came as a recommendation from the county commissioners in his area. The reason for the legislation is that it is almost impossible to make a sprinkler system that is any good without having the water blow on the road. It can create a dangerous condition. Some counties do this without the law, but this would encourage it. It is only applicable to township roads. There is no fiscal note.

Mr. Allen, Research Director of the Kansas County Coordinating Committee, was unable to appear but left the attached statement in opposition to the bill.

Mr. DeCoursey said the Highway Department is not involved in this because they are county and township roads. He does think it places a burden on the townships regarding liability. Also, KSA 8-512 provides for local officials to place signs, and this could present a problem.

No action was taken on the bill.

S. B. 39 - AN ACT CONCERNING PERMITS FOR VEHICLES OF EXCESS SIZE AND WEIGHT. Col. Rush called attention to (f) on page 4. Two years ago this change was made. It came to their attention two years ago when some arrests were made for people failing to have permits, and by virtue of this statute they did not have to have them. This bill provides the state take back the jurisdiction they waived in 1970. Some of this is in violation of federal safety standards.

Mr. DeCoursey said connecting links were originally designed to connect two federal highways. This is an attempt to try to require and enforce the same regulations that are applicable on federal highways.

The next meeting of the Committee will be held on \_\_\_\_\_, 1973,  
at \_\_\_\_\_ a.m./p.m., in Room \_\_\_\_\_.

These minutes were read and approved  
by the Committee on \_\_\_\_\_.

*Arden Dierdorff*  
ARDEN DIERDORFF

The basic fallacy on page 3 is there have been instances where certain companies in the state have requested permission to move very heavy machinery. In one instance it took about 400 man hours checking out the route, finding bridge tolerance, etc. The Commission feels it cost three or four thousand dollars in man hours to handle one such case. They feel the state agency should have more money for the time involved, a more equitable apportionment. The fees could be worked out and be posted. They could be worked out according to the time involved, the weight, etc. These fees would be presented at a public hearing. That is the intent.

Rep. Feleciano requested Mr. DeCoursey to furnish statistics on how many special \$5 permits were issued in 1972.

Miss Turkington told the committee that the change on page 4 is no effort to reinstate any authority. The cities have always maintained where it is their jurisdiction. This would make connecting links responsible. The state has never had authority before this.

Miss Turkington pointed out that her industry is very opposed to the change on page 3. She said the case of the Goodyear equipment did require a great deal of cooperation. Every special permit now requires a \$5 fee. For the first time the Highway Commission can provide carriers the permit they need and by telephone they can confirm. The \$5 fee historically has been an administrative cost. She is confident there are countless permits that do not involve \$5 or any where near it. If there is some need to change the amount of the special permit, they would hope that it would be a statutory thing. If the need is demonstrated, they would like to have the opportunity to appear before the committee to discuss the impact of the amount of the fees. In their particular industry, the tariff under which the carrier operates is passed on to the shipper. They object to a rules status of fees.

Mr. Schwinn discussed the change on page 3. This change in fees would amount to a direct pass-through to the person who hired the equipment. The burden of transporting heavy oil field equipment is a substantial burden in the contracting business. It is not in the interest of this state or the economy to impair the oil industry. He said this bill had no hearings in the Senate. He asked Senator Storey why the amendment was added without hearings and notice, and Storey said it had been requested by the Highway Department. He feels that rules and regulations, once adopted, have the effect of law. Basing the problem on an isolated instance, the Highway Department is requesting authority that could be permanent. He is sure that the revenue generated through the current fee system is adequate to fund the Commission in this effort. He feels the legislature should look clearly at the broad grant of power where regulations could be enforced.

Mr. DeCoursey was requested to bring the following information to the meeting of the Transportation and Utilities Committee on Wednesday:

1. Is this new authority or are we restoring authority the department formerly had?
2. What was the number of special permits issued last year?
3. What is the cost of administrating permits?

S. B. 538 - AN ACT AUTHORIZING THE ISSUANCE OF GENERAL OBLIGATION BONDS FOR CONSTRUCTION OF TOLL ROADS AND BRIDGES IN CERTAIN COUNTIES. Mr. Hiller explained that this bill is local in nature for Shawnee County in particular. It would require a vote of the people.

Mr. Sellers made a motion, second by Rep. Rosenau, that Senate Bill 538 be reported favorably. The motion carried.

S. B. 262 - AN ACT REQUIRING BICYCLES TO BE EQUIPPED WITH CERTAIN LAMPS AND EQUIPMENT. Mr. Mulich was asked to introduce this bill for the benefit of news boys for Stauffer Publications. The bill would require all new bikes sold after January 1, 1974 to be equipped with reflectors on the pedals. This is a safety measure that would save many lives throughout the state. 38 states now have the legislation. Many service clubs are buying the reflectors for older bikes.

Rep. Sutter made a motion, second by Rep. Feleciano, that SB 262 be reported favorably. The motion carried.

Fran Stafford, Recording Secretary

# Kansas County Coordinating Committee

Headquarters: 112 West Seventh Street, Topeka Kansas 66603

Phone 913 234-3437

A Joint Agency of  
Kansas County Clerks Association  
Kansas County Commissioners Association  
Kansas County Engineers Association

March 14, 1973

TO: House Subcommittee on Roads and Highways  
Representative Arden Dierdorff, Chairman  
  
House Committee on Transportation and Utilities

Gentlemen:

I wish to apologize for not being present at this hearing, but we have another hearing with the House Committee on Assessment and Taxation at this same time.

I wish to oppose Senate Bill 281, which relates to the placing of warning signs along county and township roads and highways in areas where there is agricultural irrigation. Counties have been concerned about possible damage to roadways and liability in case of accident and have in previous years requested additional strict regulations. However, at this time, we feel there are adequate statutory regulations to accomplish our needs and feel that Senate Bill 281 would be a step in the wrong direction. Our main concern with this bill is the possibility that irrigation systems operators will relax their concern due to the fact that the warning signs are in place and the road damage and accident possibility increase.

We request that you report Senate Bill 281 adversely and I will be happy to meet with the committees to answer questions at the next meeting.

Sincerely,

  
Fred D. Allen  
County Research Director

FDA:cjh

CLERKS  
Thomas W. Rhoden, Trego Co.,  
Second Vice Chairman  
Howard Shepherd, Morris Co.

COMMISSIONERS  
Ray G. Nelson, Republic Co.,  
Chairman  
Fred Clark, Kiowa Co.  
Dale Braden, Bourbon Co.

ENGINEERS  
Ted Farmer, Butler Co.,  
First Vice Chairman  
Maloy Quinn, Clay Co.

DEFECTIVE HIGHWAY CLAIMS

<u>Date Claim Received</u>	<u>Claimant</u>	<u>Description</u>
12/30/71	Gerald T. and Maxine L. Lathrop, as heirs at law of Patricia L. Maxwell.	Accident 10/3/71 on I-70, .8 mile east of Jct. of I-70 and K-212 at Quinter, Kansas, <u>Gove Co.</u> Patricia L. Maxwell . . . \$ 52,000.00 Bruce A. Maxwell. . . . . 52,000.00
12/20/71	Leland Squire	(Same accident as above) Loss of wife. . . . . \$ 52,000.00 Personal injury & damages 75,000.00
9/2/71	Ronald S. Lloyd	Accident 6/17/71 on I-70 on overpass over Seventh Street, <u>Wyandotte Co.</u> , Kansas, while driving semi-trailer truck Amount of damages . . . . \$100,000.00
7/11/72	Ronald Miller, Adm.	Accident 4/16/72, 111th St. and I-35, <u>Johnson Co.</u> , Kansas, Lenexa Interchange William L. Miller, Dec'd \$ 56,518.55 Joni Kay Miller, Dec'd. . \$ 51,554.45 Shirley Miller, Dec'd . . \$ 51,728.55 Cynthia Michell Miller Injuries and medical *expenses \$260,000.00
6/2/72	Robert A. Pfeifer	Accident 5/13/72, near intersection of 27th St. and US Alt. 183, 3.3 MP West of Hays, <u>Ellis County.</u> (They have filed suit against Dean Houston of the Highway Patrol in the amount of \$51,534.22)

CLAIMS (Cont.)

<u>Date Claim Received</u>	<u>Claimant</u>	<u>Description</u>
2/19/72	Bob Palmer	Accident 9/23/72 at or near the intersection of highway K-4 and I-70 near the Westgate Bridge in Shawnee Co., Kansas Amount of damages . . . \$ 35,000.00
2/19/72	Mr. & Mrs. James Smith, Sr.	(Same accident as above) Death of son James. . . \$ 50,000.00 plus funeral expenses
/27/72	Jacob Ruf	Accident 7/27/72 on Hwy I-35, Johnson Co. approx. 800 ft. S of intersection of I-35 and Johnson Drive in Merriam Damage to auto. . . . \$ 1,249.27
/20/72	Ruth Settlemyer	Accident 4/25/72 on Lone Elm Rd. (FAS 9), Hwys 169 and 59, Anderson County Amount of damages . . . \$ 35,000.00
1/11/71	James O. Stevens and Leota Stevens	Accident 8/21/71, Hwy. K-31, 1 mile West of Harris, Kansas. James Stevens . . . . \$ 50,000.00 Leota Stevens . . . . 50,000.00
/6/73	John W. Stanley Velma O. Stanley 949 S. Vassar Wichita, Kansas	Accident 11/12/72 on I-35 3/4 of a mile south of the South Haven Interchange in <u>Sumner Co.</u> Amount of damages . . . 100,000.00 Automobile . . . . . 2,000.00

1,125,050.82

DEFECTIVE HIGHWAY CASES

LAW SUITS

<u>Date Law Suit Filed</u>	<u>Plaintiffs</u>	<u>Description</u>
12/17/71 Shawnee Co. Dist. Ct.	Joyce A. Fields, Louis H. Fields, Louis Fields, Jr., a minor, Pamela A. Fields, a minor, and Timothy D. Fields, a minor, by Louis H. Fields, their father and natural guardian. v. SHC & Don L. Barnhart	Accident 6/25/70 on K-4 and Northeast 39th St., Jefferson County, Kansas seriously injuring the mother and 3 children. Joyce A. Fields . . . . \$100,000.00 Louis Fields, Jr. . . . . 50,000.00 Pamela Fields . . . . . 10,000.00 Timothy D. Fields . . . . 50,000.00 1968 Chev.. . . . . 2,000.00
9/11/72 Cowley Co. Dist. Ct.	Lawrence Holt v. SHC	Accident 9/11/70, approximately 8 P.M., Panther Creek Bridge on U.S. 166 east of Arkansas City, Cowley County. Damage to semi-trailer and contents Amount of damages . . . \$ 2,977.39
1/10/67 Wyandotte Co. Dist. Ct.	Donald J. Knipp v. SHC, et al	Accident on 6/14/66, on K-7 approximately 400 ft. north of intersection of K-7 and K-32. Plaintiff passenger in 1966 Corvette owned and driven by Larry A. Barnes, who was killed. Amount of damages . . . \$150,000.00
5/13/70 Supreme Court appeal by SHC	Darrell A. Martin, Conservator for Kerry A. Martin, a minor v. SHC	Accident 1/5/69 near junction of Auburn Rd. & I-70 Hwy in Shawnee Co. Tried in Shawnee Co. Dist. Ct. with an award to plaintiff of . . . . . \$600,000.00
5/13/70 Supreme Court appeal by plaintiffs.	Jack R. Massoni, et al v. SHC, et al	Jury trial - Jan. of 1972. Ct. found for defendants. Plaintiffs have filed an appeal to the Supreme Court. Amt. of damages . . . . . \$707,720.00



LAW SUITS (Cont.)

Date Law  
Suit Filed

Plaintiffs

Description

2/3/71  
Butler Co.  
Dist. Ct.

Leatrice M. Noeller  
v. SHC, et al

Accident 2/18/69, on US 54 just east of  
Augusta, Kansas.

Amt. of damages . . . . \$ 36,100.00

8/11/70  
Bourbon Co.  
Dist. Ct.

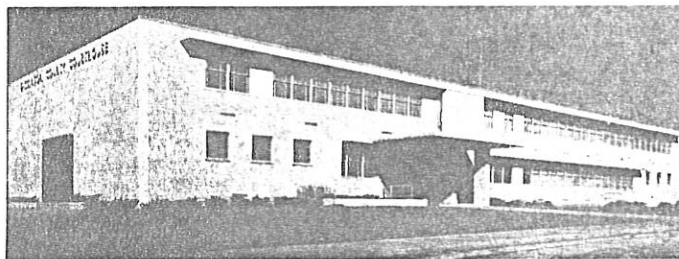
Sammy W. Simpson v.  
SHC, et al.

Accident 10/25/69 on US 69 by-pass in City  
of Ft. Scott (Overpass over E. National Ave.)

Amt. of damages . . . . \$100,000.00

1,808,792.37





## DICKINSON COUNTY COURT HOUSE

ABILENE, KANSAS 67410

November 27, 1972

To: Junction City News &  
Geary County Commissioners  
Junction City, Kansas

Gentlemen:

In the Junction City News of November 15 the story as reported by Mr. Hayes Beck omits the basic differences of opinions of Dickinson County and Geary County. Dickinson County contends there is only one mile to divide and Geary County wants to divide two.

Mr. Hayes Beck failed to point out clearly that the legal department for the State Highway Commission agreed 100 per cent with the legal opinion of Dickinson County that "The State Engineer has no legal right to decide this matter". Everyone present could plainly see that the State Engineer's office didn't want to touch the matter with a 10-foot pole. So, what did Dickinson County reject? I say nothing because no one wanted to be judge.

Dickinson County has never had any trouble sharing the costs or doing their part with any of the other five counties joining us.

Now, let us consider the total six miles between Geary and Fragrant Hill Township. The north two miles were built by the Corps as part of the road around the lake project. This was oiled and could not be classified as a township road so Dickinson County took one mile and Geary one mile. The next two miles were automatically closed by the lake. Now we come to the south two miles. Fragrant Hill Township was maintaining the north mile and had been for the past 20 years or more. Geary County had the last mile, or south mile, where there were four dwellings.

Mr. Veltman, Geary County's Engineer, called on Frarrant Hill Board and asked them to trade miles. Mr. Veltman never gave Fragrant Hill even a hint that the Corps of Engineers felt they should finance this north mile. The Township Board rejected this offer to trade. Anyone who wants to be fair knows that the Township Board had the right to make this decision. Not one word was said to the County Commissioners of Dickinson County.

Geary County and the Corps of Engineers moves in and makes this big fill in the south half of the north mile, which is corps land on both sides. Due to the type of road they made of this mile, it could no longer be classified as a

township road; and as Dickinson County was not consulted in any way, we in Dickinson County assumed that this was a Geary County-Corps project. When we found later that the Corps had put in \$35,000 in this project, we in Dickinson County thought Geary County could have built a rest-stop also, and now would be wanting Dickinson County to help keep that up also.

In this contract between Geary County and the Corps (of which we now have a copy), Geary County assumed ownership of this north mile and also future maintenance. Dickinson County Commissioners voted unanimously to let it remain that way.

If Dickinson County steps in now and starts helping keep up this overdeveloped road, for the taxpayers of our county it could logically be called taxation without representation. Most everyone close to this project knows now that this north mile was not built for the benefit of residents already there, but for a dreaming developer whose dreams never materialized.

As Dickinson County Commissioners had no part in any of these decisions to keep the north mile open or how to improve it, we consider it a Geary County-Corps project just the same as if this road was in the center of Geary County, or part of the lake.

This contract also proves the one important fact that the Corps has its own money to build roads, and Dickinson County has no legal obligation on this mile because we would be matching local tax money with Corps money, not Geary County local taxes.

This also brings up the subject of how much Geary County has spent, and their saying that Dickinson County isn't doing their share. Geary hasn't spent anything except Corps money on either mile for eight years. Dickinson County feels that Geary County was darn reckless with the Corps' money if they spent over \$5000 total on this dead end road, with no inhabitants, and a road that nobody in either county really needed. About every meeting with Geary County two of the commissioners give us a different figure on what they did spend. The Junction City News of November 15 says Geary County received \$30,000 from the Corps. We know this is wrong.

Now let us get to the south mile where there are people and not a dead end road. Geary County dragged this south mile rather faithfully for a couple of years after the other mile was rebuilt. From about 1967 on, Geary County kept trying to give the whole south mile to Fragrant Hill Township. Fragrant Hill Township contended that Geary County had no right to desert the south mile just because the Corps of Engineers paid them \$35,000 to rebuild the north mile.

In 1971 the Dickinson County Commissioners recommended to Fragrant Hill Township that there was one mile of joint ownership between Geary County and them, and Fragrant Hill should share the upkeep and maintenance. The Township Board accepted this thinking and would stand 50 percent of the cost on the whole mile. We in Dickinson County never got Geary County to even listen to this proposal because Geary County wanted to count the Corps-financed mile also.

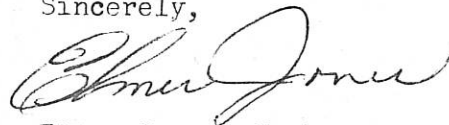
The Junction City News of November 15, 1972 quotes Mr. Beck--"We are ready to pay our share if Dickinson County will pay its share". I don't know why Mr. Beck forgot to report that Fragrant Hill Township had moved in on the south mile and started to improve one-half of it about one month prior to November 15. I know Mr. Beck knew of this action because he asked me, Elmer Jones, in Junction City on October 18, 1972 what we were doing on the Gfeller mile. I, Elmer Jones, answered, "Nothing", (meaning Dickinson County). Hayes Beck said, quote: "It must be the township then that is grading part of the mile".

We in Dickinson County asked Mr. Beck, "When is Geary County going to stop the soft talk and do their share?" Fragrant Hill Township's action is a lot more important to these people than conversation.

Dickinson County's recommendation to the legislative committee was that if legislation was needed, the legislation would be to prevent any county from assuming control of any county-line road without consent from adjoining county. This would prevent any county from building unnecessary roads or improvements which would require excessive expenditure and be extremely costly to maintain.

This does not mean that Dickinson County will not share costs with the township and with Geary County as long as we comply with the regular county policies. The governing bodies on this Gfeller mile is still Fragrant Hill Township Board and Geary County Commissioners.

Sincerely,



Elmer Jones, Chairman  
Board of County Commissioners  
Dickinson County

EJ:mi

Mrs. Ison and their four children, Susan, 11, Pamela, 9, John, 8, and James, 5, will join him here as soon as their home is ready to occupy.

at the Meadow Creek interchange on I-70 east of Junction City was reported by Geary county sheriff's officers at 7:55 p.m. Friday.

which was washed out in the 1951 flood. An overpass also will be built to span the Union Pacific Railroad tracks.

City, Mo., escaped with minor injuries. He was treated at Geary Community hospital and released.

The second truck was loaded with wheat, driven by Stanley L. Barenberg, 28, of Atwood, Kas.

Damages were estimated at probably \$20,000 to the Graves truck, plus whatever damages there were to its cargo of general freight, being hauled from Salina to Topeka.

The tractor on the wheat truck was not damaged, but damages to the trailer and loss of wheat were estimated at \$2,000. Most of the wheat was reported saved.

Tony Van Buren, state highway trooper, said it was reported the operator of the wheat truck had pulled to the side of the highway and stopped to take a drink of coffee.

The trooper said the driver said he thought he had cleared the paved traveled section of the highway, but that it appeared the rear protruded about 2½ feet onto the highway.

The Graves truck, approaching from the rear, sideswiped it, ripping the wheat truck open and tearing off part of the side of the Graves truck.

county and the township would then be signed calling for equal sharing of maintenance costs. It would also provide for Dickinson county to assume half of the maintenance of the north mile.

Alternate proposals by Geary county include:

The township assume Geary's maintenance agreement with the Corps on the north mile and Geary assume maintenance of the south mile.

Geary and Dickinson each assume a half mile of the north and south miles, thereby relieving the township of any responsibility.

#### Ready to Share Cost

"We are ready to pay our shade of the work if Dickinson county will pay its share and Fragrant Hill will pay what it can afford," Mr. Beck said. "After the road is improved, we'll maintain a mile and they should maintain the other mile."

Residents who live on the unimproved mile have protested to officials of both counties and the state in an effort to have the road improved.

Mrs. Frank Gfeller, who is seeking the legislation to require the work done, attended Wednesday's hearing.

Geary county officials present were Commissioners Beck and Jack Miller; Don Cross, county road supervisor, and Joseph E. Cole, special legal counsel for the commissioners.

## Arbitration of County Line Road Dispute Rejected

Geary county's offer to submit a county line road dispute to binding arbitration has been rejected by the Dickinson county commissioners, Hayes B. Beck, chairman of the Geary county commission, said Friday.

Officials of the two counties met in Topeka Wednesday with the House transportation committee, which is considering whether new legislation is needed to solve county line road

problems.

#### Talks With Officials

Mr. Beck said he conferred with Dickinson county commissioners after the meeting.

"I am optimistic that a settlement will be reached," said Mr. Beck. "Geary county is real anxious to provide a good road for the people involved. If Dickinson county will agree to pay its share, we can start work within a week."

The actual dispute is between Geary county and Dickinson county's Fragrant Hill township over maintenance of the two-mile county line road in extreme western Geary county. It is south of Milford lake, divided in the middle by K-244.

During Wednesday's meeting, Geary county officials said existing state law provides for the state highway engineer to settle such disputes. Dickinson county officials contend the engineer has no such authority.

#### Legal Opinions Conflict

"We have conflicting legal opinions from our respective attorneys and the state highway engineer is reluctant to enter into the dispute," Mr. Beck said. "If a settlement can't be reached between the two county commissions, it appears we'll have to ask the attorney general for an opinion."

Geary county officials told the state highway Transportation Committee they would submit the matter to binding arbitration by the highway engineer or any other acceptable neutral engineer, according to Mr. Beck.

#### Joint Effort Proposed

Officials of the two counties and the township met in Junction City September 18 to discuss the road problem. At the time, Geary county proposed a joint effort on the part of all three governing bodies to improve and maintain the road.

The state highway engineer declined to enter the dispute in 1969 because township officials said the road did not need maintenance, according to Mr. Beck. They now say the south mile is almost impassable but the township lacks funds to do the necessary work.

Geary county maintains the north mile which is said to be in good condition.

Geary county received \$30,000 from the U. S. Army Corps

of Engineers to improve the north mile as part of the Milford reservoir project. The work was done with county labor and funds left over from actual costs have been used up for maintenance.

Geary county contends it maintains the north mile of the road and Fragrant Hill should maintain the south mile.

Fragrant Hill and Dickinson county officials have said Geary county "owns" the entire two miles because it was paid the \$30,000 by the Corps.

#### Systems Differ

Geary county has a county-wide rural road system while Dickinson has a township system. Fragrant Hill, which has 44 miles of roads, receives \$6,000 annually for road maintenance, it was said.

Geary county contends state law requires counties or townships to equally share improvement and maintenance costs of county-line roads. The statute cited makes the state highway engineer responsible for dividing the costs when the parties cannot agree on division of such responsibilities, according to Geary county commissioners.

In 1969, Geary county asked the state highway engineer to divide the responsibility after Fragrant Hill refused to assume any of the maintenance costs.

Highway Commission Chief Attorney John Morse, in a legal opinion at that time, said the state law "goes only to costs after agreement by both parties that they are responsible for said improvements and maintenance and further decide it is necessary."

#### Law Not Applicable

"The law is not applicable under this situation as Fragrant Hill township apparently contends no maintenance is necessary at this time (1969)," Mr. Morse's opinion to the chief engineer said.

During the September 18 meeting, Fragrant Hill township trustees Henry (Junior) Zumbunn and Wayne Baer said the south mile is almost impassable and is in need of immediate repairs.

Geary county has proposed that it and Fragrant Hill do the necessary dirt work, surfacing and fence work on the south mile and Dickinson county do the bridge work.

An agreement between Geary

## Manhattan Firm Gets Contract For Food Plant

MINNEAPOLIS, Minn. — Kretschmer Wheat Germ has announced the selection of Hunter and Lundberg, General Contractors, Inc., of Manhattan, Kan., as general contractors for a \$1.8 million plant to be built in Manhattan.

Groundbreaking will be held at 1 p.m., Monday, at the Manhattan Industrial Park, site for the new plant. According to Grant Wood, product manager for Kretschmer, the 44,000 square foot structure is scheduled to be operational early in 1973.

Kretschmer Wheat Germ is a division of Minneapolis-based International Multifoods. The plant will produce Wheat Germ products and Sun Country Granola.

### THE JUNCTION CITY NEWS

Published at 814 North Washington street, Junction City, Kansas, each Wednesday as an adjunct to The Junction City Daily Union and The Junction City Weekly Union.

Distribution of The News is made through the Junction City postoffice to more than 8,000 families living in a 35-mile radius of Junction City, outside of Geary County and Fort Riley, and The Daily Union's heavy circulation area.

John D. Montgomery, Publisher  
Lee Rich, General Manager  
William E. Kelley, Advertising Manager

Combined with The Junction City Daily Union, this paper gives saturation coverage to an area comprising more than 15,000 families.

Mailed from the Junction City postoffice as third class mail.

TOP named Geary night's 4-H county exten

## Outstanding Boy and Named a

David Roesler and Elaine Lichtenstein, Geary county 4-H during the achievement night in the F Community bui

Roesler and also were named two state Who's winners. The ke to the top 10 pe 4-H club membe

Ronnie Straub, the Geary Cou club, presided program.

Membership pins were awarded to Irene Rogers, secretary. County Director N. E. and Mrs. Betty home econom county champion

Adult leader club awards were Miss Rogers.

Mrs. Lyman presented the 4-H advisory announced the Boy and Girl," presented a piece the panel.

Roesler was county's 1972 "Boy" during the August. He was the county hort team which won the Kansas State land judging to the district co. Lake last month.

The two judges compete in petition.

The People to was presented club.

Winning purple Blueline, Brook Creek, Grandview boldt clubs.