



## Other Viewpoints

# Basketball scandal still hangs over city

The fallout from the Kansas University basketball ticket scandal continues to hang over the city of Lawrence almost as oppressively as this summer’s temperatures.

The public is just as much the loser in the ticket ordeal as local lawns are in the run of 100-degree days.

Next up: a threatened lawsuit against the city by one of two former police officers dismissed in the side-scandal in which traffic violations disappeared in some form of exchange for KU basketball tickets.

In the wider scandal, a conspiracy to steal and sell basketball tickets sent seven KU Athletics employees to prison. One of those is the individual who provided tickets to police officers and had traffic citations fixed in return. Two officers were dismissed over violations of the city’s gratuity policy, although many in the public continue to believe the circumstances involved something as serious as bribery.

Former Police Sgt. Michael Monroe now is saying he’s going to court to protest his firing. His dismissal was upheld by the city manager, who overruled a city employee grievance review board determination that Monroe should be reinstated with a demotion.

The city continues basically to stand mute. Now, instead of relying on “personnel issues,” the decision not to release substantive information in the case is attributed to “pending litigation.” That stance might be tolerable in some situations, but this involves the city’s police department, and Lawrence residents need to have confidence in the officers on the street, the organization and its leadership, and the governing body behind it.

The continued lack of a clear presentation of what happened, who knew and did what, and why matters were handled as they (apparently) were continues to cause public skepticism that the issue was identified properly, that the investigation was fair and complete, and that the discipline was reasonable. Or that the story is over.

One next step in this saga is for the city manager’s decision to be forwarded to the city commission, which can only determine whether a policy change should be made.

It’s time for a complete revelation. Perhaps the commission discussion could provide that. Unfortunately, it seems we may instead get whatever partial information comes eventually from a lawsuit that will dredge up the topic and renew public speculation and concern.

– The Lawrence Journal-World, via the Associated Press

## Write us

The Colby Free Press encourages Letters to the Editor on any topic of general interest. Letters should be brief, clear and to the point. They must be signed and carry the address and phone number of the author.

We do not publish anonymous letters. We sign our opinions and expect readers to do likewise. Nor do we run form letters or letters about topics which do not pertain to our area. Thank-yous from this area should be submitted to the Want Ad desk.

Letters will not be censored, but will be read and edited for form and style, clarity, length and legality. We will not publish attacks on private individuals or businesses not pertaining to a public issue.

Before an election, letters (other than responses by a candidate) will not be published after the Thursday before the polls open.

## COLBY FREE PRESS

155 W. Fifth St. (USPS 120-920) (785) 462-3963  
Colby, Kan. 67701 fax (785) 462-7749

Send news to: colby.editor @ nwkansas.com

State award-winning newspaper, General Excellence, Design & Layout, Columns, Editorial Writing, Sports Columns, News, Photography.  
Official newspaper of Thomas County, Colby, Brewster and Rexford.

**Sharon Friedlander - Publisher**  
sfriedlander @ nwkansas.com

### NEWS

**Kayla Cornett - Sports Reporter**  
colby.sports @ nwkansas.com

**Marian Ballard - Copy Editor**  
mballard @ nwkansas.com

**Sam Dieter - News Reporter**  
colby.editor @ nwkansas.com

**Christina Beringer - Society Reporter**  
colby.society @ nwkansas.com

**ADVERTISING**  
colby.ads @ nwkansas.com

**Kathryn Ballard**

**Advertising Representative**  
kballard @ nwkansas.com

**Kylee Hunter - Graphic Design**  
khunter @ nwkansas.com

### BUSINESS OFFICE

**Office Manager**  
rschindler @ nwkansas.com

**Evan Barnum - Systems Administrator**  
support @ nwkansas.com

### NOR'WEST PRESS

**Richard Westfahl - General Manager**

Jim Jackson, Jim Bowker, Gary Meyer, Pressmen

Lana Westfahl, Judy McKnight, Kris McCool, Stacy Brashear, Tracy Traxel, Mailing

THE COLBY FREE PRESS (USPS 120-920) is published every Monday, Wednesday, Thursday and Friday, except the days observed for Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, by Nor'West Newspaper, 155 W. Fifth St., Colby, Kan., 67701.

PERIODICALS POSTAGE paid at Colby, Kan. 67701, and at additional mailing offices. POSTMASTER: Send address changes to Colby Free Press, 155 W. Fifth St., Colby, Kan., 67701.

THE BUSINESS OFFICE at 155 W. Fifth is open from 8 a.m. to 6 p.m. Monday to Friday, closed Saturday and Sunday. MEMBER OF THE ASSOCIATED PRESS, which is exclusively entitled to the use for publication of all news herein. Member Kansas Press Association and National Newspaper Association.

SUBSCRIPTION RATES: In Colby, Thomas County and Oakley: three months \$35, one year \$85. By mail to ZIP Codes beginning with 676 and 677: three months \$39, one year \$95. Elsewhere in the U.S., mailed once per week: three months \$39, one year \$95. Student rate, nine months, in Colby, Thomas County and Oakley, \$64; mailed once per week elsewhere in the U.S. \$72

TJudge ©2012 KANSAS CITY STAR / judge @kstar.com



"AND YOU DIDN'T THINK NASA WOULD FIND AN ALTERNATE PLAN FOR GETTING ASTRONAUTS TO THE SPACE STATION."

# Antelope race train toward Cheyenne

The horses, cattle and even the buffalo don't much care, but the antelope seem to enjoy racing us as we roll along.

Out the window, I can see a line of cars like a great herd of metal beasts rolling along beside us as we head for Cheyenne, Wyo.

Steve and I are headed for Cheyenne Frontier Days, a huge rodeo with parades, a carnival, food, demonstrations, food, artisans, craftsmen, outdoor cooks, an Indian village, folks in period costumes, barbecues and shops full of Western wear.

The best part for us, however, is the transportation from Denver to Cheyenne and back. We're going by our favorite mode – a train. And this isn't just any train; it's an 18-car 1950s streamliner pulled by a steam locomotive.

We leave from Denver at 7 a.m. sharp. If you're late, you don't go.

This year we're seated in Car 13, the City of Denver, named for one of those fabulous streamliners of yore. It's different from most of the others because it's a diner.

Most of the cars on the train have regular seats, with at least half a dozen dome cars. In the City of Denver, we sit around tables for six, but there are only four of us at this one. Katie, 10, and her dad are from Aurora, Colo. This is her first trip to the rodeo, and she's excited to see the horses. Her mom and two brothers have stayed at home, so it's just her and Daddy together for the day.



**Cynthia Haynes**

• Open Season

We don't know what happened to the people who were supposed to be in the other two seats. There is a breakfast package of a banana, muffin and orange juice for each one, but nobody eats them, and the catering staff eventually picks the spare food up. Maybe they were late or maybe they had the date wrong or maybe ... who knows?

I'm enjoying watching the people out the window.

I don't think I'd be up at 7 a.m. on a Saturday morning to watch a train go by, but as we pull out of Denver and head down the tracks to Greeley, we pass by hundreds of people out watching, waving and taking pictures.

Since the tracks don't tend to go through the best parts of town, lines from "The City of New Orleans" go through my mind.

"Rolls along past houses, farms and fields. Passin' trains that have no names... And the graveyards of the rusted automobiles."

I'm sure watching a real steam locomotive, Union Pacific 844, go by is quite a sight. For one thing, it's huge – 454 tons of steel with 80-

inch driver wheels capable of running at 100 mph.

According to the booklet for the trip, the 844 was the last steam locomotive built for the Union Pacific. It was designed to haul high-speed passenger trains like the Overland Limited and the Portland Rose. Delivered in 1944, it has never been off the company's roster of active locomotives.

The train is a fund-raiser for The Denver Post Foundation. The train was started by the newspaper in 1908 and ran through 1970, carrying politicians, favored advertisers, the high and mighty, all men. In 1992, the train was revived as a fund raiser and to help celebrate The Post's 100th anniversary.

Several years ago, we heard Publisher Dean Singleton promise to keep the train running.

"You give me a rodeo," he told the leaders of Cheyenne. "I'll give you a train."

And give Steve and me a train, and we'll take a ride, even when at the end of the day, we end up right where we started – in downtown Denver – tired, sunburned and satisfied with our ride and day in Cheyenne.

Cynthia Haynes, co-owner and chief financial officer of Nor'West Newspapers, writes this column weekly. Her pets include cats, toads and a praying mantis. Contact her at c.haynes @ nwkansas.com

# 'Air Capital' tradition has bright future

Kansas has a long and remarkable history of supporting the world's aviation industry. More than 90 years ago, innovators converged on an oil center called Wichita with dreams of building airplanes for a budding industry.

From Kansas son Clyde Cessna, a car salesman who found his calling during a visit to a "flying circus" at age 32, to Florida's Emil "Matty" Laird, who turned his bicycle into a glider at age 15, pioneers from around the country migrated to Wichita – a city that would soon become the birthplace of the companies known today as Hawker Beechcraft, Cessna and Bombardier Learjet.

Wichitans are proud of their heritage, and are right to be proud. According to the Kansas Aviation Museum, Kansas aviation workers have supplied 75 percent of all general aviation aircraft since the Wright Brothers' first flight at Kitty Hawk. This pioneering spirit continues today as workers in the "Air Capital of the World" are designing and building the next generation of general aviation and military aircraft to be flown around the globe.

Today, roughly 32,000 Kansans support more than 450 aerospace companies and contribute more than \$7 billion to our state's economy each year. General aviation is our largest industry and generates nearly \$2.9 billion annually in exports from our state. Exports are vital to Kansas' economy and Kansas jobs – our state must continue to build quality products in order to stay competitive in the global marketplace.

Kansas is not only a leader in aircraft manufacturing. Our state also supplies the workforce the aviation industry needs through education and training facilities like the National Center for Aviation Training and Wichita State University. Wichita also boasts the WSU-based National Institute for Aviation Research, which



**U.S. Senator Jerry Moran**

• Moran's Memo

tests aircraft components for structural safety. These facilities make Wichita a hub for future generations of aviation manufacturers and engineers – and help solidify Kansas' aerospace reputation around the world.

The fact is, Kansas builds world-class airplanes and builds them well. The quality of our products and suppliers keeps global aviation manufacturers like Airbus – the largest export customer of the U.S. aerospace industry – coming back. A decade ago, Airbus built its first U.S.-based engineering center in Wichita because the talent pool of aviation experts is among the richest in the world. Today, their employment is growing, and Airbus' payroll exceeds \$34 million a year in Kansas.

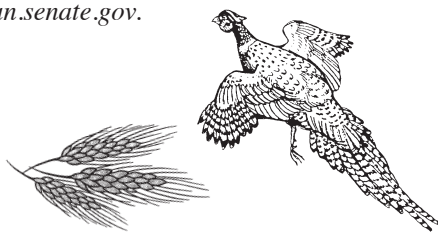
Airbus recently delivered some good news: not only does it intend to continue its partnership with Kansas, but it will expand its purchase of American-made components and services. Since 1990, Airbus has spent \$127 billion with U.S. suppliers – \$12 billion in 2011 alone. Now the company is set to double its American investment over the next 10 years.

Airbus already contracts with many Kansas companies including Spirit Aerosystems in Wichita, Alcoa in Hutchinson, B/E Aerospace Interiors in Lenexa and Honeywell in Olathe. We must make certain that as Airbus looks to contract with new U.S. suppliers, it looks to Kansas companies.

To meet that goal, Airbus Americas Chairman Allan McArtor and I have announced a partnership between Airbus and Kansas suppliers aimed at growing the aviation industry in Kansas through more contracts with Airbus. This week I am co-host of Kansas' first-ever Airbus Air Capital Supplier Summit at the Center for Aviation Training in Wichita. The conference will help facilitate more business between Kansas companies and Airbus, and will enable more than 200 representatives from around the state to meet one-on-one with representatives from Airbus and other suppliers.

Wichita is the only place in the world that offers 90 years of experience in aviation manufacturing, access to the world's largest supplier base and aircraft workers and training second to none. It's no wonder global aviation manufacturers like Airbus are eager to tap into the talents of Kansans. The suppliers' summit brings together the high-skilled workers, innovations and tradition of aviation excellence that continue to define Wichita as the "Air Capital of the World."

Jerry Moran of Hays is the junior U.S. senator from Kansas. His committee appointments include Appropriations; Banking, Housing, and Urban Affairs; Veterans' Affairs; Small Business and Entrepreneurship; and the Special Committee on Aging. To sign up for his weekly newsletter, go to moran.senate.gov.



## Mallard Fillmore

• Bruce Tinsley



©3/012 by King Features Syndicate, Inc. World rights reserved.