

weather report

73°
at noon



Today
Sunset, 8:12 p.m.

Tomorrow
Sunrise, 5:20 a.m.
Sunset, 8:12 p.m.

Midday Conditions

- Soil Temperature 72 degrees
- Humidity 49 percent
- Sky Mostly cloudy
- Winds north at 7-17 mph
- Barometer 29.89 inches and falling
- Record High 99° (1935)
- Record Low 39° (1955)

Last 24 Hours*

High	92°
Low	64°
Precipitation	.01

Northwest Kansas Forecast

Tonight: mostly cloudy, chance of thunderstorms and heavy rains, low 55 to 60, wind north at 5 to 15 mph. Tomorrow: mostly cloudy, 40 percent chance of rain, high 75 to 80, wind east at 5 to 15 mph.

Extended Forecast

Thursday through Sunday: chance of thunderstorms, heavy rains possible, lows in the mid 50s, highs 75 to 80.

(National Weather Service)
Get 24-hour weather info. at 162.400 MHz.
* Readings taken at 7 a.m.

local markets

Noon

- Wheat — \$2.35 bushel
- Posted county price — \$2.17
- Loan deficiency payment — 28¢
- Corn — \$1.74 bushel
- Posted county price — \$1.90
- Loan deficiency pmt. — 9¢
- Milo — \$2.64 hundredweight
- Soybeans — \$4.10 bushel
- Posted county price — \$4.08
- Loan deficiency payment — 86¢
- Millet — \$4 hundredweight
- Sunflowers
- Oil current crop — \$7.70 cwt.
- Loan deficiency pmt. — \$1.92
- Oil new crop — \$7.95 cwt.
- Confection current — \$17/10 cwt.
- Pinto beans — \$12 (new crop)

(Markets provided by Mueller Grain, Sigco Sun, Frontier Equity Co-op and Prairie Pea and Bean.)

afternoon wire

Late news from the Associated Press
1 p.m.

Harvest opens in Kiowa area

KIOWA — Battered by violent spring storms and plagued by outbreaks of crop diseases, Kansas farmers have begun bringing in the first truckloads of winter wheat from their fields.

But nature's whims pale next to the dismal crop prices at the local grain elevator, where the price Tuesday hovered at \$2.29 per bushel.

"We work hard to try to raise a good crop. We like to haul as much into town as we can. Unfortunately, the price isn't there," said Greg Miller, a third-generation Kiowa wheat farmer.

Miller brought in a sample Tuesday to the O.K. Co-op to test. The weight, at 60.2 pounds per bushel, was good. But it was still too moist to cut that day. Like most farmers, Miller is anxious to get the crop in — he has already lost 18 percent of his crop to hail this spring.

Low lines torn down by truck

By Charlie Baker

Goodland Daily News

It was just an ordinary morning Tuesday for Frank Schlebb until a power pole, transformer, and a tangled mess of high voltage wires came crashing down on his pick-up.

Schlebb was traveling east on 17th Street about 11 a.m. when the low-hanging wire were struck by a semi-trailer truck loaded with used tires heading west.

"I was just on my way to meet my wife for lunch," he said.

Then he heard what sounded an explosion, and he saw the transformer and pole falling toward his truck.

"I seen it coming," he said. "I just hit the brakes; the pole crashed on top of my truck."

"There were wires laying all over the place, and oil from the transformer leaking everywhere."

"I started to get out, and this girl was yelling, 'STAY IN THE TRUCK', so I just waited until the police arrived."

The tire truck's cage caught a low-hanging wire, snapping off the pole at the side of the road. The driver apparently was not aware of what was happening, and it took about 80 yards to stop.

It continued to pull the wires, and snapped another pole off that was in the yard of Bill Thornburg, at 1701 Texas, about a half block south of where the first pole was broken.

"I heard this loud crash," said Thornburg. "I ran outside, and when I saw the pick-up, I knew it was Frank's."

"I started to run out to see if he was all right, but when I saw the wires laying all over the place, I thought I better wait for someone who knew what to do."



City utilities workers removed wires and debris from around Frank Schlebb's pick-up after Tuesday's accident.

Photo by Charlie Baker/Goodland Daily News

Trish Langley, who was following the tire truck, said, "I heard this loud pop."

"I saw the pole and transformer coming down. I knew they were going to hit the pick-up; I just hoped that they missed the cab."

When everything settled on the ground, there were wires all around

Schlebb's pick-up.

"I just sat there and yelled at him to stay in his truck," said Langley. "I knew he couldn't get out without getting into those wires."

Another victim of the crash was Erlinda Aguilar, who lives at 1710 Syracuse.

Aguilar said she was standing at her

kitchen sink when she heard the crash, she looked out to see popping and sparking electric wires being jerked from the back of her house.

She lost her power, phone and cable television. All the wires had been snapped right off.

The tire truck is owned by Resource Management Co. out of Brownell.

Decision on landfill design moves process a step closer

By Tom Betz

Goodland Daily News

The opening of a new Sherman County landfill remains months off, but with the decisions made on the design Tuesday, the process is off about six weeks away from starting the process of getting a state permit.

All that might be done by February if things go well.

Commissioners decided to use a shallow design for the first landfill "cell," which would be quicker to open than a deeper cell and require only a clay liner to hold in water, not man-made fabric.

To get more trash in a cell, they agreed to allow waste to be piled up to 30 feet high, forming a series of small hills across the site. Monitoring wells would detect any leakage from the cells which might threaten groundwater.

The first two-acre cell is expected to last five years, with others to be opened as needed over the life of the landfill.

Mark McMullen of Terranext, the Lakewood, Colo., engineering firm which is designing the landfill, explained the technical details about the design of the cells being recommended for the new landfill, and said at the present rate of collection, the new site should be able to handle the needs of the county for over 100 to 150 years.

"We recommend you use a 24-inch

(clay) liner in each cell, and with the proper compaction the soils available, that will work," McMullen said.

According to the drawings he showed the commissioners, the entire area being considered for the landfill is 52 acres, but the first cell would use only the northwest corner.

He said cells would be graded with a 3 percent downslope to the sump area in a corner. The sump would be the collection point for water, which would be pumped out.

Shallow cells would be 19 feet deep from the surface to the sump, and the sump would be five feet deeper.

"Then what do we do with the water," Commissioner Kenny Davis asked.

"It would have to be tested, and if it is clean, it can be sprayed back on the land," McMullen said.

"If it is not clean, it would have to be taken to a disposal site."

"I don't expect a lot of water in the cells because of the dry climate, and to further reduce the amount of water, we would recommend you dig only two acres at a time."

Each cell would require a sump, McMullen said, showing a plan which indicated there could be eight cells on the western part of the site.

He estimated the current level of trash collection would mean each five-acre cell would last about 12 years.

"I don't know what happened," said Lewis Friess, who works for Resource Management, and was riding in the truck.

"We are legal height; we have been up and down this street several times; and never had any problem."

Officers at the scene said no citations were issued.

Welcome to Goodland



The east Goodland interchange on I-70 reopened at 5 p.m. Tuesday, said Donna Binning, Kansas Department of Transportation construction engineer. The work on the ramps was done ahead of time, but she said the contractor would not be closing the Edison exit for similar work for at least a couple of weeks. Binning said the paving project continues to move ahead, but the road base work has been slowed a bit by finding a number of soft spots which have to be dug out and treated before the new concrete can be laid. "They will be working on the base the rest of this week to get it ready," she said. Bids on the eastbound portion of the project are expected to be let in the next week, Binning added.

Photo by Keith Lippoldt / Goodland Daily News

County gives final approval to proposed road swap

By Tom Betz

Goodland Daily News

County commissioners OK'd a proposed road swap Tuesday which will get the parts of Old U.S. 24 inside city limits repaved along with the rest.

City Manager Ron Pickman confirmed the deal by phone with the Sherman County commissioners during their regular meeting Tuesday morning. The swap will give the county the two sections of old U.S. 24 so these can be upgraded as part of the countywide road project being financed with a special sales tax.

Monday night, the city commission approved the plan, which will trade the section of Caldwell

Avenue from Armory Road past the airport north to K-27, for the two sections of Old U.S. 24 on the east and west edges of the city.

"In the spirit of cooperation I move we pursue the road swap," said Commissioner Kenny Davis. The motion was seconded by Commissioner Chuck Frankenfeld and passed unanimously with Commissioner Gary Townsend voting in favor.

The next step will be to see if the swap can be handled with a resolution or what other legal steps might be required.

Pickman said from the city side they would probably de-annex the two sections of old hwy.

24 and then annex the section of north Caldwell Avenue.

In another road matter, Curt Way, county road and bridge superintendent, presented the commissioners with the papers from the Kansas Department of Transportation accepting the project to replace the Caruso bridge west of town. He said the state officials have indicated the county's share of the money will be needed by July 7, but there may be a grace period.

He said there could be an overrun in the cost, which would mean that the county will have to pay more than the expected \$83,000, but that would not be known until the end of the project.

Mowing has started, and Way said, and he reported several calls from citizens complaining about an explosion of joint grass which could get out of control.

Davis agreed there had been a tremendous increase in the joint grass, and that if this is found in loads of wheat taken to the elevator there is a standard deduction taken from the price paid to the farmer. With farm prices already low, Davis said, this would be another cut farmers could face unless is brought under some control.

William McKnight, county maintenance su-

See LANDFILL, Page 4

See ROAD SWAP, Page 4