CHEYENNE COUNTY 2010 DELINQUENT REAL ESTATE TAXES LIST

hed in The St. Francis Herald, St. Francis, Kansas, and The Bird City Times, Bird City, Kansas, Thursday, Au 18. August 25. September 1, 2011. Notice is hereby given that the taxes assessed for the year 2010 on the lands, lots and blocks described in the following list, accompanied by the names of the owner and situated in Cheyenne County, State o Kansas, are in whole or in part unpaid and that said land, lots or blocks will be, on the first Tuesday of September 2011 bid off by me in the name of Cheyenne County, NO BIDDERS BEING allowed and sold to Cheyenne County for the amount of delinquent taxes and interest and legal charges due theron and unpaid to said date, according to the provision of

Chapter 79, Articles 23 of The Kansas Statues Annotated unless otherwise prohibited by applicable Federal or State law.		
Dolores Jenik, Cheyenne County Treasurer(33-35)		
Name	Legal	Taxes Due
ADAMSON, ELDA AMBROSIER, DENNIS & %	27 03 040 - PARK HILL ADDITION 23 23 & 24 BIRD CITY ORIGINAL 61 3, W 36' LOT2	299.06 886.42
MILLER. DAWN ATWOOD, GEORGE	2 ACRES IN NW4 NW4 EAST RD 26 INTERSECTING	42.96
AYRE, DONALD D & ANIT A J	WITH ROAD DD - 10 01 038 - 36 03 038 - KEHLBECK ADDITION 1 7	1,320.98
BEESON, CODY & ALICIA	N2 LESS TR BEG W QUARTER COR SEC 4 TH N 520' TH ELY 1189.61' TO POINT CURVATURE TH ALONG	1,872.63
BETTER HORIZONS LLC	ARC OF CURVE 1556 98' THINFLY 4 03 038 S2 LESS ROW - 10 03 042	799.13
BIERBACH, DARLENE S	36 03 038 - BIRD CITY ORIGINAL 10 1&2	312.20
BIRD CITY-GOODLAND OIL	TR. IN E2/SE4 SEC. 21 BEG 50' NWLY OF MAIN CNTR	14.30
CO & A KANSAS CORP	TRACK LN 195 ' SWLY OF W. LN SEC 22; TH NWLY	
DISTION LEDOY	RIGHT ANGLE TO MAIN CNTR - 21 03 040 22 03 040 - HENRY'S ADDITION 51 20 & 21	650.00
BISHOP, LEROY BSF FARMS LLC	W2 OF NE4 - 3 04 042	659.80 188.47
BSF FARMS LLC	SE4 LESS RD ROW - 22 02 042	171.40
BSF FARMS LLC	E2 & E2 NW4 LESS ROW - 18 02 041	324.46
BURNS, DIAN	BIRD CITY ORIGINAL 34 7 & 8	42.72
BURNS, DIAN	BIRD CITY ORIGINAL 34 9 & 10	111.74
BURNS, TERRY L & JANE E	BIRD CITY ORIGINAL 34 16-18	548.72
CARPENTER GRAIN CO	BEG 330' SELY OF INTER N LI RR & E LI CO RD, T H	71.40
CARPENTER GRAIN CO	N88'. E242'. S103.4'. W242' TO POB 25 03 38 NO LAND LEASED IMPROVEMENT S ON RAILROAD	2,904.52
CITY OF ST FRANCIS &	ROW - 25 03 038 22 03 040 - DAYTON ADDITION 57 15	125.64
SMITH HOUSE DEGOOD, NEVA F & COY L	27 03 040 - PARK HILL ADDITION 14 5,6,7	1,527.04
DENNY, DAVID A AND JANET	22 03 040 - ST. FRANCIS ORIGINAL 15 14 & 15	216.56
FEIKERT, BLAKE & STEPHANI	SE4 LESS RD ROW - 7 02 041	2,057.39
FLYING S RANCH, INC	TR BEG NW COR SW NW4 TH E 625' TH S 400' TH	2,576.20
	SELY TO RIVER RD TH WLY 1655' TH N 2082' TO POB	
FORD, DARRELL L	I FSS ROW - 32 03 040 W75' LTS 21-24 INCL. BLK 8 - 27 03 040 - PARK HILL	135.10
FORSYTHE, LARRY &	ADDITION 22 03 040 - HENRY'S ADDITION 48 1& 2	1,315.20
DEANNA		
FORSYTHE, LARRY & DEANNA	BEG 400'E & 833'N OF SW COR SE 4 TH, N435.2', E200', S558', NWLY 234' TO POB LESS ROW - 26 03 040	284.90
		770.40
FORSYTHE, LARRY & DEANNA	W75' OF LTS 13-16 INCL. BLK 29 - 27 03 040 - PARK HILL ADDITION	778.18
FRINK, TAMMY	36 03 038 - BIRD CITY ORIGINAL 25 N102' 1-5	240.42
G&G PROPERTIES & &	ALL SEC. 35 LESS R/W - 35 05 042	524.62
INVESTMENTS LLC GADWAY, RHONDA	21 03 040 - ST. FRANCIS ORIGINAL 33 4	243.90
GADWAY, RHONDA	22 03 040 - ST. FRANCIS ORIGINAL 7 9	193.56
GADWAY, RHONDA	22 03 040 - HENRY'S ADDITION 50 9 & 10	467.06
HELTON, KENDALL L	E2 SEC & S2 NW 4 & E2 SW 4 LESS ROW - 6 05 041	280.28
HELTON, KENDALL L	NE4 LESS ROW - 1 05 042	69.57
HELTON, KENDALL L	S2 SW4 LESS ROW - 12 05 042	113.69
HELTON KENDALL 1 8	NO SECTESS TO DECIME CODISECTUS 477 70' THIM	977 02

450.11' TH NELY 486.38' TH E 408.69' TO PO BLESS

21 03 040 - 30 18 BEG 1200'W & 30'N OF SE COR SEC TH W345',

36 03 038 - BIRD CITY ORIGINAL 24 4-8

N195'.E345'. S195' TO POB - 22 03 040 22 03 040 - ST. FRANCIS ORIGINAL 38 E 36' OF 8

22 03 040 - ST. FRANCIS ORIGINAL 29 N 86' OF 13

22 03 040 - ST. FRANCIS ORIGINAL 5 4 TR BEG S ROW HWY 36 1112' E OF W SEC LN & 300' S

ROW - 34 05 040 W2 SW4 LESS ROW - 6 05 041

W2 NW4 LESS ROW - 7 05 041

E2 SE4 LESS ROW - 1 05 042

SW4 LESS ROW - 34 05 040

HELTON, KENDALL L & **KEVIN & KAHLE** HELTON, KENDALL L & KEVIN L HELTON, KENDALL L &

KEVIN L HELTON, KEVIN L HILL, GLENN K HILT, LINDA LEE HOARD, DANIEL & KATHERINE HOFFMAN, TERRY D &

KEVIN L HELTON, KENDALL L &

JANICE S JAMISON, MARK & JOLEEN JENSEN, LUTHER IOHNSON, DARREL R

JOHNSON, RANDY

KEEKER, WAYNE E &

KNEBEL. LYLE L KNITTLE, RONALD KRIEGH, RICKY L & DEANNA

KRUSE. THERESA L LEE, BILLY J MAHON, GLENN MAHON, GLENN & AMANDA MARSH, WALTER I & CAROL

J MAUPIN TRUST, IONA F BROTHERS LLC

MELTON, JIM & MCLINN.TONYA MEYER NICOLE

MORRIS, PEGGY MORTON, MCKAYLA I NELSEN JANESSA & NORTHRUP, ROBERT T &

JORTHRUP ROBERT T & LINDA S NORTHRUP, ROBERT T & NE4 - 19 01 041 LINDA S NORTHRUP, ROBERT T & LINDA S NOTHDRUFT, WILLIAM PETER, JEANINE WEAVER PETTY, DAWN A.

POLING, TIM E RAILE, CLIFFORD D & RAILE, CLIFFORD D &

POLING, TIM E

JUDITH K RAILE, CLIFFORD D & JUDITH K RAILE, CLIFFORD D & JUDITH K RAILE, CLIFFORD D & JUDITH K REED, MICHAEL W & LACY RICHERS, KENNETH RILEY, ROYCE ROSE, PATRICIA A.

SAMLER, ROGER SAMLER, ROGER SAMLER, ROGER SAMLER, ROGER
SAMLER, ROGER
SAMLER, ROGER
SCHMID, TIMOTHY J & TINA
SCHULTE, CHARLES ETAL
SCHULTE, CHARLES ETAL
SCHULTE, CHARLES ETAL SCHULTZ, KYLE

SCHULTZ, KYLE SCHULTZ, KYLE SCHULTZ, KYLE SCHULZ, EDWARD LEE & SEMLER, CALVIN SEMLER, DOROTHY J

SHAFER, JERRY J SHAFER, JERRY J SHAFER, JERRY SHAFER, JERRY J

SHAFER, JERRY J SHANNON, EARL L

SHANNON, EARL L SMITH, BILL SMITH SHERRY

SMULL, BENJAMIN & LAURA

SOWERS, STEPHEN

SOWERS, STEPHEN SOWERS, STEPHEN SWARTZ, JANET

TOLER, JERRY VANDERFORD, ELSIE & % NORTHRUP, BOB WEINSTEIN, JACK

WILSON, RONALD E WILSON, RONALD E WILSON, RONALD E WINTER, DEBRA D WINTER, DEBRA D WOLAVER, WARREN &

TRACI WRIGHT, DAVID L WRIGHT, DAVID L WRIGHT, DAVID L

BC Classifieds-35.indd 2

BEG 33'W & 623.45' OF NE COR NE4 TH, S60', W300'S, N60'. E300' TO POB - 27 03 040 BEG 33'W & 538.2'S OF NE COR NE4 TH, S85.2', W300', N85.2'. E300' TO POB - 27 03 40 27 03 040 - PARK HILL ADDITION 14 23 & 24 WRIGHT, DAVID L 8 W337', TH N 208', TH E149, S150', E55', N150', E135' TO MAYBURY, JUANITA WYLY, BILL BIRD CITY ORIGINAL 47 10-12 27 03 040 - PARK HILL ADDITION

TO POB TH S 150' TH E 80' TH N 150' TH W 80' TO POB I FSS ROW BEG 196'SELY OF INTER N-LINE HWY 36 & E-LINE LORRAINE ST TH, N150', E378', S246', NWLY 235' TO POR - 27 03 040 22 03 040 - DAYTON ADDITION 56 11 PARK HILL - 27 03 040 - 16 45-48 152.76 90.02 576.72 27 03 040 - PARK HILL ADDITION 22 03 040 - ST. FRANCIS ORIGINAL 18 20 36 03 038 - E.O. CURRY ADDITION 2 13-18 27 03 040 - PARK HILL ADDITION 31 9 - 10 TR BEG AT THE SW COR OF LT 9 BLK 31 TH E150'. \$57'. NWLY152' . TH N50' TO POB 27 03 40 36 03 038 - E.O. CURRY ADDITION 2 5-12 E2 OF SE4 - 33 01 042 SW4 OF NE4 & S2 LESS ROW - 34 01 042 SECT LESS RD ROW - 3 02 042 E2 OF NE4 & E2 OF SE4 - 4 02 042 E2 OF NE4 & N2 OF SE4 - 9 02 042 38.66 47.64 S2; NW4 & W2 OF NE4 LESS RD ROW - 10 02 042 635.42 N2 LESS ROW - 11 04 039 1.130.72 22 03 040 - DAYTON ADDITION LOTS 4-6 & ALL ADJ VAC ALLEY & W 2 ADJ VAC ST.
BLK 2 & BEG SE COR LOT 6 BLK 2, TH E40',S60' W200' N60' E160' TO POB - 29 03 039 LOTS 8-22 & ADJ VAC ALLEY & E2 ADJ VAC ST . & N2 ADJ VAC ST. & W20' ADJ VAC ST. BLK 3 - 29 03 039 WHEFI FR PARK HILL - 27 03 040 - PARK HILL ADDITION 1 41 102.04 MILLER, JOHNNIE E & ROSE 22 03 040 - ST. FRANCIS ORIGINAL 36 4 W110'. TH N 208'. E110'. TO POB - 28 03 040 36 03 038 - BIRD CITY ORIGINAL 14 12 E2 NW4 LESS ROW - 24 02 041 36 03 038 - BIRD CITY ORIGINAL NW4 & SW4 OF NE4 & NW4 OF SE4 - 5 01 041 NE4 & S2 LESS RD ROW - 6 01 041 NW4 OF NW4 - 17 01 041 261.98 NE4 LESS RD ROW - 27 02 042 22 03 040 - ST. FRANCIS ORIGINAL 42 4 LOT 17 & E4.94' OF LOT 16 BLK 28 - 36 03 038 - BIRD CITY ORIGINAL 22 03 040 - ST. FRANCIS ORIGINAL 26 1 & 2 POLING, TIM & MARGARET 1.038.00 BEG 200'W & 365'N OF SE COR SEC TH W1368' N754.5', E500', N 200', E1030', S954.5' TO POB - 22 03 Ω4Ω E 1' OF S 81' OF LOT 23 & 81' OF LOT 24 BLK 19 - 22 1,285.94 03 40 - ST. FRANCIS ORIGINAL NE4 LESS ROW - 5 03 041 90.55 S2 OF SE4 - 11 02 041 15.62 SECTION LESS ROW - 14 02 041 NE4 LESS TRACT BEG SW CORNER E 1100' N 1715' W 121.8 1100' S 1715 TO POB & LESS ROW 23 02 41 E2 OF NE4 LESS RD ROW - 32 02 041 1,078.94 J 22 03 040 - ST. FRANCIS ORIGINAL 1,345.72 22 03 040 - ST. FRANCIS ORIGINAL 7 8 36 03 038 - BIRD CITY ORIGINAL 25 8,9 & 10 TR BEG 1227N' & 830'W OF SE COR OF NE4 TH W348', 452.74 304.08 1,689.16 S200'. E348' & TH N200' TO POB 28 03 40 SW4 LESS RD ROW - 29 01 041 NE4 LESS RD ROW - 25 01 042 156.18 NE4 LESS RD ROW - 25 01 042
W2 OF NW4 LESS RD ROW - 11 02 042
E2 OF NF4 LESS RD ROW - 10 02 042
NW4 LESS RD ROW - 13 02 042
E2 03 040 - 95. FRANCIS ORIGINAL
LOTS 1 & 2 - 17 04 042
LOTS 1 & 2 LESS RW - 20 04 042
E2 SW4 & RW4 SW4 LESS RW - 21 04 042
TR BEG ON S LI OF SE4 575.41' E OF SW COR TH N 10.35 162 TO S LI OF SE4 5/3-41 E OF SW CORTHN
162 TO S LI OF ALLEY TH E 120 TH S 162' TO S LI OF
SW SECTITH W 120'-22 n3 n4n
27 03 040 - PARK HILL ADDITION 19 13 & 14
NW4 & N 420' SW4 LESS ROW - 28 04 040
S2 NE4 & S2 SE4 & NE SE4 LESS ROW - 29 04 040
PARK HILL - 27 03 040 - PARK HILL ADDITION 16 25-E15'9" OF LOT 15 & W 20'3/4" OF LOT 16 BLK 28 - 36 03 86.26 038 - BIRD CITY ORIGINAL
W 3/4 OF LOT 2 E2 OF LOT 3 BLK 38 - 22 03 040 - ST.
FRANCIS ORIGINAL
N2 LESS RD ROW - 14 01 038
LOTS 1,2,3,4 & S2 OF NE4, S2 OF NW4 & SW4 LESS 432.4 3,003.44 RD ROW - 5 01 037 SECT LESS ROW - 6 01 037 763.72 E2 OF SE4 & SE4 OF NE4 LESS RD ROW - 1 01 038 SW4 OF NW4, W2 OF SW4, SE4 OF SW4 & SW4 OF SE4 LESS RD ROW - 11 01 038 NE4 OF NE4 LESS RD ROW - 12 01 038 BEG 730'N & 577'E OF NW COR BLK 4 BIRD CITY TH 320.00 N150', W80', N125', ELY292', S252', W212' TO POB - 36 36 03 038 - BIRD CITY ORIGINAL 15 1-2 LOTS 1-8 BLK 26 & TR BEG SE COR OF LOT 8 TH S 10 5,619.18 W 140' N 10' & E 140' TO POB 27 03 40 21 03 040 - ST, FRANCIS ORIGINAL 47 2 LOTS 1 & 2, MAX RICHS ADD & N 50' LOTS 5,6, & 7, 232.92 BLK. 28. BIRD CITY - 36 03 038 36 03 038 - BIRD CITY ORIGINAL 58 1-6 137.98 S2-SW4 LESS ROW - 17 04 037 W2 & W2 SE4 LESS ROW - 20 04 037 S19' OF LT 3 & LT 4 BLK 13 - 27 03 040 - PARK HILL ADDITION TR BEG 1245' W NE COR SEC TH S 502' W347' N502' E347' TO POB LESS ROW - 10 05 039 S1/2 LOT 12 AND E 20' S1/2 11 BLOCK 12 - 36 03 038 -477.02 BIRD CITY ORIGINAL E2 OF NE4 LESS BEG 1598'S & 80 W OF NE COR OF 90.58 NE4 TH 580W,N990,E550,SW LYL50',SELY840' TO POB I ESS RD ROW - 32 01 041 BEG NW COR SEC TH, E412.5', SWLY800' N670' TO 110.92 POB - 14 03 040 22 03 040 - ST. FRANCIS ORIGINAL 18 18 LOTS 21, 22 & N 49' OF LOT 24 & LOT 23 LESS E 1' OF 50.06 348.64 S81' BLK 19 - 22 03 040 22 03 040 - DAYTON ADDITION 221.69 22 03 040 - HENRY'S ADDITION 50 17, SW4 LESS RW - 28 05 037 S2 OF SEC & NW4 LESS RW - 33 05 037 22 03 040 - ST. FRANCIS ORIGINAL 50 17, 18 & 19



UNIDENTIFIED MEN were surveying the damage after the train wreck west of Benkelman.

Photo courtesy of The Benkelman Post

Amtrak passenger train derails

Derailed By Jason Frederick ifred@gpcom.net Benkelman Post

113.98

104.69

154.55

249.02

At about 3:30 a.m. Saturday morning the blaring sound of a train horn cut through the dark quiet of downtown Benkelman.

The train was the first to pass through town since an Amtrak derailed nearly 20 hours earlier. The accident marked the start of an unforgettable day for the train's passengers along with Dundy County and many southwest Nebraska, northwest Kansas, and eastern Colorado residents.

There were no fatalities. A total of 21 people were taken to three area hospitals for treatment. Relgene Zimbelman, Benkelman Rural Fire Chief, said on Monday that all of the injured had been released from local hospitals.

What happened

The train, which was running on Amtrak's California Zephyr route from Emeryville, Calif., to Chicago, was reportedly running about eight hours behind schedule when it derailed west of Benkelman. The train was involved in an accident near Reno, Nev., last on the railroad tracks.

Meanwhile, on Friday morning Gerald Shatler, owner of G & S Recycling, and two of his employees were continuing their work of dismantling the old Doane Elevator buildings located about five miles west of Benkelman. The three were using a truck-mounted crane that Shatler had contracted

One man was in the cab, operating the crane. Shatler and the other man were in the bucket on the end of the crane. They were up on the crane working on the side of the elevator and needed to get to the other corner of the structure. However, the crane was too close to the building.

The truck-mounted crane was supported by four outriggers that were extended to the ground. To get to the other side of the structure, they swung the boom over the top of the railroad tracks that ran parallel to the elevator. During the move and while the crane boom was outstretched over the tracks, the outriggers gave way to the ground. The truck-mounted crane shifted and Shatler and the worker fell out of the bucket to the ground. Shatler headed for his truck to call authorities and inform them of the trouble with the crane. However, while on his way to the truck he heard a train whistle and it was too late.

A reliable source, wishing to remain anonymous, confirmed the account of the accident.

At 7:51 a.m. the Dundy County Emergency dispatcher received an emergency call from an Amtrak train. It was involved in an accident and derailed.

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59.04

43.84

505.88 918.80

Authorities reported to the sponders. Post that the train was moving at about 80 mph, but the conductor of mutual aid emergency mediwas able to slow it down to about cal service, fire and police from 65 mph before the accident hap-

The train had struck and severed the boom of the truck-mounted crane. The force of the impact ripped the crane's cab and boom from its mounting point on the truck. Half of the boom severed and was tossed to the ground on the other side of the tracks and train.

The train had 10 cars. Two locomotives completely derailed and crashed to their sides. A baggage car also derailed and remained on about a 45 degree angle. A crew members' dorm car, a sleeper car, and a lounge car derailed, but stayed upright. The last three passenger coaches did not derail.

The response

There were a total of 192 people (175 passengers and 17 crew members) on board the train.

Chief Zimbelman said when the emergency call came in, they were expecting the worst. He said Beneklman only had two ambu-Thursday when it collided with an was going to be enough to handle into town. The school opened the put out the call for mutual aid.

Mile markers delineate not only highways, but also railways. Dun-County authorities reported that when an Amtrack train official made the emergency call they identified the location of the accident by the mile marker on the railroad.

However, in relaying that information, the dispatcher did not know that the Amtrak official was using railroad markers and equated the number to highway mile markers, which placed the site of accident near Max and not Doane. The dispatcher was said to respond to the Amtrak official that the accident was at Max and the official responded....yes, Max.

The Benkeman Rural Fire Department headed east and reached Max before turning around.

The Haigler Ambulance crew was the first on the scene, but the Benkelman Emergency units were not far behind.

Passengers started getting out of the train before the first emergency crews arrived.

Rick Starks, Haigler Emergency Medical Service, said one of the first things they did was to start separating the injured from the non injured.

Passengers and crew members were freely walking around the accident site. Many had cameras and cell phones and were snapping photos and taking videos of the train.

As the emergency crews arrived their training started to shine through.

Chief Zimbelman served as the incident commander and coordinated the efforts of the first re-

It was not long before the wave neighboring communities rolled

"The response was overwhelming," said Zimbelman. "It was wonderful and amazing. They came from three states. It was just tremendous.'

Zimbelman said they have been involved in mock disaster drills that were focused on events that involved large amounts of people. There was no panic and the response to the incident went about as well as it could have.

"We prepare for the worst, and hope for the best," he said.

At least 15 communities responded with emergency units and personnel. Chief Zimbelman said there was likely around 250 emergency personnel at the site, helping the 192 passengers and crew.

Those numbers do not account for the dozens of other local citizens that stepped up to help.

The Dundy County Stratton School system provided buses to lances and there was no way that take the non injured passengers air conditioned building at the Dundy County Fairgrounds was also opened for people. An uncounted number of area residents and businesses donated an amazing abundance of food and drinks for the passengers.

Saying goodbye

From the high school, some passengers, like the group of 12 from Japan, made their own arrangements to continue on their trip. Others waited for busses that Amtrak provided for the rest of their trip. The busses were loaded and gone by mid afternoon.

Hospitality Leaves A Lasting Impression

The passengers of the California Zephyr No. 6 will never forget their trip of August 2011.

Accounts of the passengers will undoubtably include the accident near Reno, NV when the train hit a high-centered SUV vehicle along with the derailing of the train at the Doane Elevator.

One of their most vivid and lasting memories of the trip will be the overwhelming hospitality and heart of the communities and people who came to their aid.

The following was a report done by the KPVI Television Station in Idaho falls, Idaho on Monday.

A local man says he is lucky to be alive after the train he was riding on derailed in Nebraska Friday. Shawn Lowry was hoping to

see the country from a different perspective on his vacation that nearly ended in tragedy. I've never travelled across the

country before and I was wanting the social experience of meeting other people," said Lowry. With that Lowry decided to

head to his vacation in Maine by rail. But, before the train even left the Salt Lake City station the trip got off to an ominous start. "The train was delayed in Salt

Lake City by five and a half hours because evidently, somewhere in Nevada or Utah some drunk people had left an SUV on the tracks and the train hit it," Lowry said.

After the delay the train was on its way to Chicago. In the morning Lowry was going through his routine when he felt a sudden jolt.

"I was brushing my teeth when it hit and I just kind of felt strange noises and a violent jerk and was kind of off balance for a minute,"

Lowry looked out to see the wreckage of a crane and that's when he knew something was terribly wrong. Passengers then began to leave the cars and survey the damage. Lowry says they were all in a sense of shock.

"A lot of people were scared and confused," Lowry said.

Two locomotives and three passenger cars had left the tracks but only nine people were injured in the accident and none suffered life threatening injuries. The passengers were then taken to a high school in Benkelman, Nebraska and Lowry says he was amazed at the town's generosity.

"Within an hour they had brought us food and everything and anything we needed," said Lowry. "They had amazing hospitality.'

Lowry says that even though this vacation has turned into a disaster he thinks he has an idea where he will go for another one.

"I kind of want to go back to SUV that was left high centered the injured. Zimbelman said they gym to the railroad refuges. The Benkelman because I'm just so impressed with the people there, said Lowry. "I want to experience that again, their kindness and generosity. It was just a really cool experience."

Lowry did say that he will be sticking to planes and automobiles for any of his future travel plans.

Lowery also posted a message on the Beneklman Post's Facebook page on Monday that read: "I was a passenger on Zephyr 6 and I just wanted to thank the amazing communities there for responding and assisting us after the accident. You're all amazing people and some of the most generous people I've ever encountered. Actually, I'd like to live there because I'm so impressed by it. Thanks again."

Many other passengers wanted to share their experience with the Benkeman Post. For those who discussed the event, they were grateful to the first responders. Most were just getting started with their day when the derailment occurred and were pleasantly surprised to have emergency services there so quickly. Many passengers walked up to the responders and personally thanked them for their service.

"Within 10 minutes of the accident happening, services from four directions were arriving," stated John Maasch of Denver. "The people, especially the first responders were amazing. Not panicky or otherwise. They came in and did their job and were courteous. I'm glad they were here."

John Albee from Iowa, "We can't believe how helpful the citizens of Benkelman and surrounding communities have been. It is really fantastic!"

Sometimes the simplest of sentiments can say the most. A group of 12 people from Japan left a message behind for everyone that helped. The message was wrote on a small piece of notebook paper that was left in the high school gym. The message was simple, "Thank You" signed, Motoke Tanaka from Japan and "Thank you very much, in many things", signed Fuko Maruta from Japan.

8/30/11 10:32:24 PM

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