Picture Day at the Tri-County Project

The Sugar Press
MARCH & APRIL 1967
THE MAGAZINE FOR GREAT WESTERNERS
It’s Women Who Win the Pennant!

Naturally! Who else minds the home while the men man the mill around the clock during a long campaign? So here Elaine Conwell of Lovell, the beaming wife of Supt. Dan Conwell, takes her rightful place alongside the Pennant shield just awarded to the Lovell organization by Earl Cross, the new President of Great Western, smiling, too, at his first Pennant banquet.
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The cover photo shows some of the newspaper and television cameramen at the first "picture day" on the site of the Tri-County sugar factory under construction near Goodland, Kan. KLOE-TV's Jack McEvoy, at left, shoots movie footage of the group against a background of the factory steel. More photos and details of the project start on Page 8.
As we enter the new year, your management believes we also are entering a new era. To maintain our pre-eminence in the industry, we are expanding the search for new solutions to the problems which have accumulated over the years. To maintain and improve our profitability, more aggressive and innovative programs are being planned.

The new course has been set. The challenges will be met.

So concludes the letter to the stockholders written by President Earl F. Cross in Great Western Sugar's 62nd Annual Report.

His letter, dated May 10, reviews the proposed merger of Great Western with Colorado Milling & Elevator Company, the acquisition of stock in Shakey's, Inc., and the proposed merger with The Gorton Corporation, manufacturers of processed seafood products and by-products. It also notes the formation of a parent company with the name of Great Western United Corporation.

In tracing the developments of the year, President Cross begins his letter:

"The 62nd year in the company's history was an eventful one . . . a transitional one . . ."

"During the year the company began to investigate ways of more aggressively committing its financial resources, both in its basic sugar business and in other areas logically peripheral to it.

"As a first step, the company began construction in Goodland, Kansas of a new sugar factory, the first new Great Western sugar factory to be constructed since 1931. For more than ten years the Company has been working with growers in Eastern Colorado and Western Kansas to establish the beet producing potential of this area and it is expected that the new plant, which should commence operations in 1968, will enable the company to process the beets from this area more efficiently. The new plant will be constructed at a cost of approximately $15 million and will slice up to 3400 tons of beets daily.

"On May 5, 1967, the company acquired one-half of the outstanding shares of Shakey's Incorporated for a cash expendi-

The New Course

"The new course has been set.
The challenges will be met."
of both
confirmation, to purchase sufficient war­
and a further agreement, subject to final

The proposed merger is sub­
ject, among other things, to the prior
consolidation of Great Western
operations range around the world in the processing of seafood, fish meal, and fish oil."

With a merger proposed between Great Western and The Gorton Corp.,
GW facilities were visited in May by Paul M. Jacobs, right, executive vice president
of the seafood processing firm in Gloucester, Mass. Here he discusses the merits of
GW MSG with President Earl F. Cross at the Johnstown plant. Gorton
operations range around the world in the processing of seafood, fish meal,
JENS C. JENSEN
... new President of Great Western Railway

- Jens C. Jensen, vice president and general manager of the Great Western Railway, was appointed President of the Railway. He continues as general traffic manager of the Sugar Company.

Jensen came to Great Western in 1962 from the Chicago offices of the Burlington Railroad, where he specialized in traffic, tariffs and freight. He also worked in similar capacities in Denver for the Colorado & Southern Railway.

Jensen joined the Burlington system in 1939 and then served five years in the Army Signal Corps as a communications officer with duty in the Philippines.

- Davis L. Sunderland, district manager in Northern Ohio, was appointed to the new position of eastern district manager. His district includes the Tri-County area on the Colorado-Kansas border along with the Northern Ohio field operations. He was also named assistant to Vice President Robert J. Fisher in grower and government relations.

Sunderland became district manager in Northern Ohio in 1957 and helped to develop the beet crop to the million-bag proportions of the present. He was first assigned to the Ohio subsidiary in 1955, as manager at Fremont, with the original group of Great Westerners.

Earlier, Sunderland was assistant manager at Scottsbluff and Gering and also a fieldman at Lyman, Gering and Scottsbluff. He joined Great Western in 1947 upon his graduation from the University of Missouri. He served three years in the Army Air Force during World War II.

- Leonard H. Henderson, manager at both Scottsbluff and Gering, was appointed to the new position of Nebraska resident manager.

In addition to his present duties as a factory manager, he will also act as coordinator of Nebraska agricultural activities for the company.

Henderson became manager at Scottsbluff and Gering in 1960 and also served as manager at Bayard from 1950 to 1960. Earlier, he was a fieldman at Lyman and Greeley.

Before he joined Great Western in 1942, Henderson was a vocational agriculture teacher at Greeley, Fort Morgan, Sedgwick and Ovid. He was graduated from Greeley High School and Colorado A&M College (now CSU).

- G. R. Enevoldsen, superintendent at Ovid, was advanced in the same position to the Loveland factory. Enevoldsen was at Ovid for five years. He was first appointed a superintendent in 1955 at Lovell.

G. R. ENEVOLDSEN
... new superintendent at Loveland

DAN E. CONWELL
... new superintendent at Ovid

MARVIN PETTIGREW
... new superintendent at Lovell
Davis L. Sunderland . . . new eastern district manager

Earlier, he served as an assistant superintendent at Billings, Gering and Lovell. Enevoldsen began his continuous service in 1937 as an assistant chemist at Gering and moved on to Billings the same year. He also worked campaigns at Gering dating back to 1928. Enevoldsen attended Kearney State College in Nebraska.

- Dan E. Conwell, superintendent at Lovell, was advanced in the same position to the Ovid factory. Conwell was at Lovell for five years in his first appointment as a superintendent. His crew won the Pennant last campaign. Earlier, Conwell was an assistant superintendent at Loveland and Longmont and before that a traveling engineer. He was also a buyer in Purchasing.

Conwell joined the GW engineering staff in 1946 upon his return from four years duty with the Navy in the Pacific. He was graduated from North High School in Denver and the University of Denver.

- Marvin Pettigrew, superintendent at Findlay, was advanced in the same position to the Lovell factory.

Pettigrew was at Findlay for nearly two years in his first appointment as a superintendent. Earlier, he was an assistant superintendent at Billings, Ovid and Sterling and chief chemist at Greeley from 1956 to 1960.

Pettigrew joined Great Western in 1950 as a lab analyst at Johnstown and later became assistant chemist there.

A graduate of Loveland High School, Pettigrew took his degree at Colorado State College at Greeley. He served nearly two years in the Navy.

- Ralph F. Bristol, Jr., assistant superintendent at Gering, was appointed superintendent at the Sterling factory. Bristol was at Gering for three years and was also an assistant at Eaton from 1962 to 1964. In 1960, he returned to Great Western as a sugar boiler at Fort Morgan after an absence of 10 years.

In his earlier tour, Bristol served as a beet end foreman at Brush and also worked at Longmont, Bayard, Scottsbluff and the General Office. His campaign service dates back to 1937.

A graduate of Bayard High School, Bristol took his degree at the University of Nebraska. He is the son of the late Ralph F. Bristol, Sr. retired superintendent at Bayard (see Page 38).

- Donald H. Morris, assistant superintendent at Billings, was appointed superintendent at the Findlay factory.

Morris was at Billings for six years and also was an assistant at Gering, Mitchell and Lovell, starting in 1958.

Earlier, Morris was a beet end foreman at Greeley, where he joined Great Western in 1946 upon his return from the Navy. He attended Colorado State College at Greeley.

Among the other supervisors:

- Asst. Supt. Charles E. Van Dyke of Brighton was transferred temporarily to Fremont.

- Asst. Master Mechanic Elmo P. Knight of Eaton was transferred to Goodland.

- Asst. Master Mechanic Reuben Schrader of Greeley was transferred to Goodland.

- Asst. Master Mechanic George E. Mark of Sterling was transferred to Fremont.

- Chief Electrician C. E. Pfeiffer of Bayard was promoted in the same position to Billings.

- Electrician Walter E. Block of Scottsbluff was promoted to chief electrician at Bayard.

- Beetend Foreman Howard L. Osborn of Longmont was transferred to Goodland.

Among the technicians:

- Top Mechanic James M. Pratt of Greeley was transferred to Goodland.

- Top Mechanic Leo D. Sayre of Mitchell was transferred to Goodland.

- Sugarend Foreman A. P. Stromberger of Windsor was transferred temporarily to Fremont.

- Top Mechanic Martin E. Reed of Windsor was transferred temporarily to Fremont.
On the site at Goodland, with steel starting to frame the factory, Field Supt. Jack Corsberg and Construction Supervisor Merle Fleenor. Corsberg, at left, came from Sterling and Fleenor from Lovell to take charge of the construction project.
• How will the Tri-County sugar factory be equipped when the first campaign rolls around a year from this fall? Pictures cannot yet tell the story, but the main features of the Goodland mill can be readily visualized from this description given by Chief Engineer C. H. Iverson to the Beet Sugar Technical Society at Greeley on April 20.

It should be noted, at the outset, that the mill will be designed and erected by Great Westerners—with all the advantages from decades of successful sugar operations. And in order to hold costs to the $15 million figure—an enviable accomplishment and an economic necessity nowadays in building a sugar factory—some materials and equipment from other Great Western mills will be incorporated into the new structure.

Now, here's the layout planned for the Tri-County factory at Goodland . . .

• Beet Receiving. All beets will be delivered by truck to be stored on the factory site or in outlying piles. There will be no rail deliveries. At the factory, there will be a truck hopper like the ones now at Eaton, Greeley, and Windsor and some of the other factories. The beets in the factory piles will be reloaded with front-end loaders directly into the hopper, or if the distance is too great, into trucks and then into the hopper.

• Beet Handling. Inside the factory, the beets will first be elevated by the beet wheel into an overhead flume. There, the first thing the beets hit will be a stone wheel and then three trash catchers, followed by two beet washers and a substantial roller table with high pressure sprays.

From there, the beets will move to the beet elevator. It will be a continuous bucket elevator, like the one at Billings, but without the familiar knee-idler at the top.

• Beet Slicers. There will be four Ogden slicers. The sliced cossettes then will move on a belt over a Howe-Conveyco scale.

• Diffuser. The beetend at Goodland will be equipped with the familiar Silver slope diffuser, 115 inches in diameter. In that respect, it will be the same diameter as the one at Scottsbluff and Longmont with a rated capacity of 3,400 tons of beets per day.

Picture Day at the Project

Some scenes of the Tri-County sugar factory now under construction by Great Western at a cost of from $14 to $15 million—with details of the equipment to be installed in the new mill near Goodland, Kansas.
At Goodland, however, the diffuser will be longer to provide more heating surface and some margin of safety on capacity. Goodland could prove to have the second largest slicing capacity in the Great Western system, right behind Billings.

- **First Carbonation.** This system will be the type used at Greeley, Windsor and Sterling. It will be preceded by a Brieghel-Meuller pre-limer, a main-liming tank, and then a gassing tank. The first carb juice will be filtered direct on four filters, each with 1,100 square feet of surface, with automatic sluicing. They will not need to be opened, but can operate continuously with intermittent sluicing. Automatic filters have been used in Great Western factories but these will be modified for this sluicing to provide a modern station.

  The cake from the first filters will be washed on three vacuum drum filters, 8 by 14 feet.

- **Second Carbonation.** This station will be the conventional type with two tanks, a gassing tank and a retention-type tank. The station will be the same as the first carb at Windsor. Second filtration will be on six Grand Pont filters. They will total 1,560 square feet of filtration area. The mud will be washed on the first drum filters.

- **Third Saturation.** This equipment will be different from the conventional type used in Great Western. It will employ a negative draft principle venturi by a jet-condenser utilizing the pressure of the juice to be sulphured. Not a new idea, but a space saver; and through the use of corrosion resistant materials, should avoid some common problems.

- **Evaporator Station.** The first three bodies will consist of the high pressure callandria type, not the long-tube Swensons, but similar to the third bodies now in use at Loveland and Fort Morgan.

  The tubes will be about 10 feet long, 11/4 inch in diameter, each with about 14,000 square feet of heating surface. Exhaust pressure will be about 40 pounds; first vapor will be 27 pounds, second vapor 16 pounds, and third vapor 7 pounds. Virtually everything in the house will be heated with vapor.

  The fourth body will be another new callandria type evaporator with about 6,000 square feet of surface.

- **Pan Floor.** There will be two new white pans, with forced circulators and Taylor controls. There will be one high raw pan with a circulator. Low raw boiling will be in two conventional coil pans.

- **Centrifugal Station.** There will be four automatic recycling white machines, 48

The Tri-County factory, in an architectural rendering, looking northeast.
TRI-COUNTY SUGAR FACTORY
Goodland, Kansas
PLOT PLAN of STRUCTURES

5 MILES TO GOODLAND
28 MILES TO BURLINGTON
VIA U. S. 24 (INTERSTATE 70)

Asst. Supt. Earl Morgan, left, from Bayard, and Materials Coordinator Stan Webster, who was chief chemist at Windsor.

Asst. Master Mechanic Jim Burry, who also came from Bayard.
From the window of the temporary construction office, Materials Coordinator Stan Webster views the factory steel.

by 36 inches, by Western States. On high raw service, there will be three Silver continuous centrifugals. And on low raw, there will be four Western States automatics, 54 by 40 inches, like the "tall tubs" now in use at Longmont and being installed at Loveland this summer.

The centrifugals will be located on the second floor, instead of on the mezzanine in the typical "19 house" design of years ago. The change will allow plenty of room for melters on the first floor and eliminate the problem of pits.

• Melter Station. There will be two melters, both designed on the principle of the one installed at Greeley several years ago, a vertical tank with horizontal baffles and agitators. The sugar and thick juice feed through the top and come out the bottom as melted sugar. All of the thick juice from the evaporators will go through the high melter. The low melter can be pumped optionally either to the high smelter to the high raw pan.

• Granulators. The drying granulator will be of a type presently used in the sugar industry, while the cooling units will be of our standard design.

• Crystallizers. There will be eight crystallizers, all from Windsor, but arranged for continuous flow instead of a batch operation. The flow will be through two parallel lines of four. The mass in the pan will go to one of the two receivers and then be pumped to the crystallizers. It will then flow through one of the series of four and come out in the mixer ahead of the low raw centrifugals. The mixer will contain a Stevens coil, of minimum size, large enough to hold the coil.

• Sacking Station. Only 100-pound bagging equipment will be installed for the present, but provisions will be made to add other packaging facilities in the future if required.

• Sugar Warehouse. The capacity will be 60,000 hundredweight bags, all palletized, stacked four pallets high. The building itself will be 60 by 160 feet, with 27½ feet under the truss.

The warehouse will share the loading dock with the bulk sugar loading station, so that bagged sugar can be handled completely under cover. The area under cover will also be used for cleaning and loading bulk sugar rail cars.

• Sugar Bins. Bulk sugar storage will consist of eight "tall-boy" bins, about 185 ft. high, in two clusters of four, with a total capacity of 630,000 hundredweight bags or 63 million pounds.

The center star bin of one cluster will be used customarily for the machinery and elevators, while the star bin in the other set will be used for sugar storage of about 30,000 bags.

The bins will be similar in size and height to those built by Great Western in recent years. All eight of the Goodland bins will be slipformed at one time.

Bulk loading arrangements also will be similar to recent Great Western installations, with cars standing on a railroad scale during loading.

• Lime Kiln. The kiln will be a gas-fired automatic unit similar to the one at Fort Morgan, except for size. Its capacity will be about 80 tons of burned lime per day—or in other words, 160 tons of limestone per day. No. 2 stone will be burned and will probably come from either Horse Creek quarry or the
Owl Canyon mine.

The burned rock will be crushed and then slacked with a conventional slacker. The rock will be unloaded by a crawler crane, placed on a concrete slab, then moved to a belt hopper on the slab and elevated by an inclined belt to the top of the kiln.

The gas pump will be the rotary type because of the low percentage of CO$_2$ from this type of kiln. It will be a new pump, with a steam turbine driver.

- **Pulp Dryer.** The dryer at Goodland will be very similar to the "compacts" built recently at Eaton and Greeley and the one under construction now at Sterling. It will be located right against the main house as close as possible to the diffuser. The pulp will be conveyed from the diffuser by scrolls to four Stord presses, the Norwegian units like those at Eaton and Greeley.

From the presses, the pulp will be dropped into an inclined scroll to feed the dryer drum. The drum, from Stearns-Roger, will be 56 feet long and 12 feet in diameter, the same size installed at Ovid and to be used at Sterling.

Emerging from the drum, the dried pulp will be blown through a conveyor fan rather than elevated to the pellet mills. This will reduce its size for easier pelleting. There will be four California Pellet Mill Company units, 75 hp, like those most everywhere else now. The pellets will be screened on a "grasshopper" conveyor with a perforated plate bottom.

The dryer warehouse will provide storage for 18,000 tons of pellets and will be almost identical in construction to those at Eaton, Greeley and Longmont. The pellet loading bin at the end of the warehouse will hold 90 tons and will be filled by an elevator at the far end or directly from production off the belt along the peak of the roof.

The Goodland dryer will be unique since it will be operated entirely from the second floor level. There will be no need for anyone to go to the first floor. The pellet mills, the pulp presses, and the firing aisles of the furnace will be adjacent to each other so that one man can control all these operations with relative ease. As for "feeling" the pulp out of the drum, this can be done when it comes out of the conveyor cyclone on the second floor.

- **Boilerhouse.** There will be three package boilers, each rated at 100,000 pounds per hour, generating steam at 400 pounds per square inch. The boilers will be fired with natural gas at 10 pounds per square inch, with No. 6 fuel oil stand-by.

There will be three boiler feed pumps, two to handle the capacity of the house and one on stand-by; two will be turbine-driven and the other electrically. The boiler feed tank will be mounted high to eliminate the need for a pit for the pump. Transfer pumps will be used to pump the feed water into the boiler feed tank.

- **Electric Power.** There will be a 5,000 kilowatt Westinghouse steam turbine to supply power to the mill. Power could not be purchased because of service limitations in the area. The turbine will be designed for 400 pounds saturated throttle and a maximum of 60 pounds exhaust. Power will be generated at 4,160 volts and distributed to unit sub-stations strategically located about the plant. Control centers will be used for starting the motors.

- **Waste Water Treatment.** Both flume water and condenser water will be recycled in closed systems, on the order of the set-up now in use at Brighton.

Flume water will be pumped from the beet wheel over screens and then be dropped by gravity out to a lagoon for treatment with lime. It will then be sent back to the flumes. Condenser water will be pumped to the spray-cooling pond, while sanitary sewage will go to a stabilization pond. There will also be a pond for lime cake.

- **Structural Materials.** Steel from the old Lyman mill will be used for the framework of the main house, the lime kiln, boilerhouse, and shop storeroom. New steel will be used for the pulp dryer, the pulp pellet warehouse, the sugar warehouse, the office building, and the agricultural building.

The exterior walls will be two "sandwiched" galvanized steel panels with insulation in between. They will be painted with a porcelain type enamel, light blue in color, with trim in white, except for the office building in front, a buff brick structure trimmed with architectural aluminum.

- **Central Control.** There will be a central control room with glass walls on three sides, about 27 feet above the ground floor in the main house. It will provide a view directly on filtration, carbonation, diffusion, and, by looking upward 10 feet, on evaporation. Automatic controls for the stations will be linked up in the room, but manual transfer controls will be kept at the stations so that operations need not be tied to the control center. There will also be an inter-com system to aid in the control of the process with men at the stations.
Water on the land—pumped there. Fieldman Don Lindshield observes the bright prospects of water moving along the beetrows on the Hatcher farm near Goodland, Kan., from deep wells drawing from a vast underground lake.

'Greenhorn irrigators try a traditionally tough crop and walk away with high yields on large acreages'—the success story of beet growers in the Tri-County area,

from The Farm Quarterly magazine, through the courtesy of its publishers.

Beets on the Fallow Ground

by Rollie E. Deering

Associate Editor, The Farm Quarterly
Nine years ago a sugar beet was just an overgrown turnip to many Tri-County farmers; a few had never seen one. Most, in fact, had never stood in an irrigated field. That was 1957. Yet this fall, this region which is embraced by the counties of Kit Carson in Colorado, and Sherman and Wal­lace in Kansas, will—with a little luck—produce over 100,000,000 pounds of sugar; enough to provide a daily teaspoon of sweet­ening for every American’s breakfast cereal for four months.

For three-quarters of a century, Burling­ton, Colorado, and Goodland and Sharon Springs, Kansas, were built around a dryland economy, one which flourished with every rain and wilted with every passing cloud. Beef cattle provided almost exactly half of the revenue for each of these county-seat towns. The rest came from wheat; towering white concrete elevators stand as sturdily and active monuments to the crop along those same Rock Island tracks that now transport the area’sbeets 200 miles west to Brighton.

The sparse rainfall—which averages 17 inches but sometimes is little more than a trace—dictated that the farmers must summer fallow, a practice bent on saving two years’ moisture for one year’s crop. Thus, only half of the tilled ground could ever be in wheat, the rest lay bare. Government allot­ments cut further into the wheat acres, until less than 50 acres of 160 ended up in the crop. Alternate crops, such as sorghum and winter barley, sometimes don’t even pay; they only keep the land from blowing.

Then, during the early 1950’s, changes in pump technology made it practical to drill into the centuries-old Ogallala series, a vast underground ocean lying 150 feet below the surface and extending down to shale at 200 feet. Slowly at first, and then with a rush, the dryland farmers turned over part of their land to irrigated corn, alfalfa, sorghum, and other feed crops. The land was level, slightly alka­line, and rich in soil nutrients. Because of a short labor supply, Colorado beet farmers favored larger and heavier equipment than the irrigators further West. In many cases, they did a more efficient job with their water. By 1956, things were rolling.

E. L. Powell, Burlington farmer-real estate broker, began promoting beet production for the Kit Carson County area. On the Kansas­side, similar plans were brewing. Bill Davis, Goodland farmer-equipment dealer and chairman of the Goodland Chamber of Com­merce’s agriculture committee, was also looking into obtaining beet allotments for the Kansas area. Powell found his job fairly simple. Sugar Act rulings stipulated that one percent of each state’s allotment be set aside for new growers. Colorado allotments at the time were in excess of 150,000 acres, thus allowing plenty of new growth. In addition, urban expansion on the edge of the Rocky Mountains had forced new land-use require­ments, thus old allotments were constantly being relinquished. Kit Carson County re­ceived an allotment of 560 acres for 1957.

Davis found the going much tougher. Kansas had only been growing 9,000 acres of beets, thus a much smaller amount was available for new growers. Though the farmer interest was high, the results were discouraging; there were no allotments for 1957. Davis and his committee kept on trying, talking, and traveling. Finally, in his words, “to get us out of their hair,” Washington released 180 acres under a special allotment—the only one known to date—for the growers in the area. Six farmers drew from a hat for 30 acres apiece. Sugar-beet production in the Tri-County was underway. Allotments grew only slightly until 1960 when the Cuban crisis removed acreage restrictions under the Sugar Act. Acreages shot up rapidly until the lid was clamped shut three years later and allotments were again put into effect. During this time other areas such as Yuma and Phillips County in the north­eastern corner of Colorado began adding sugar beets to the same pattern as that started by the Tri-Countians.

The ease with which these dryland farmers moved into irrigators’ boots still baffles even the farmers. Many enjoy telling of their problems as greenhorns, and recall times when even the merchants weren’t ready for the advancing irrigation boom that would bring over 1,000 wells into the area. Fertil­izer, for example, was an import item, as was much of the first row-crop equipment. Farmers have also noticed a change in credit requirements. During dryland farming days, many producers could finance their own operating expenses, which were around $7 per acre for summer fallowing. But now, with beet costs running upward of $140 per acre, almost all of them had to turn to banks for operating loans. Jim Smith, young Burling­ton banker, discussing whether irrigation is paying off, said, “The farmers are handling a lot of money, but they aren’t able to keep much of it. The important thing is the stabiliz­ing effect it has had on the entire farming and business community.”

Of all the crops raised under irrigation in the area, sugar beets offer more opportunity for making money than any other. While costs will generally be $130 to $140 per acre, revenues from beets are around $13 per ton, thus taking the first 10 tons to cover expenses.

Sugar beets have a reputation for being hard to raise. They require lots of hard work as well as technical savvy. The ease with which these dryland farmers adopted the sugar beet stunned the area’s principal processor, the Great Western Sugar Company.

During the early days of the area development, a major point of discussion among Great Western’s high command was whether experienced farmers—let alone beginners— could do an adequate job on such large opera­tions as were being planned in the Tri­County area. Today acreages in this Kansas­Colorado section average well over 100 acres per grower—double those found in older Great Western beet-growing areas along the...
Father and son on the farm. From a start of only 30 acres of beets in 1958, Harvey and Leo Hatcher of Goodland advanced soundly and typically to 280 acres this spring. Their yields run better than 20 tons per acre.

Rockies and on the river bottoms. The Tri-County average for 1965 was 15.3 tons on 13,500 acres.

Yields have been more than satisfactory from almost the start. For example, last fall Bill and Gary Pletcher, a father-son team at Sharon Springs in Wallace County, had all three of their beet contracts—a total of 273 acres—qualify for “High Ten Grower” honors for the Brighton factory. The Pletchers' yield was 24.4 tons at a sugar content of 16.9 percent for a total yield of 8,247 pounds per acre. Four other growers from the area qualified for the “High Ten” as well.

In the opinion of many growers, the outstanding performance was that of Rex and Bill Hinkhouses, two Burlington, Colorado, brothers who smashed the Great Western record for total sugar production with 4,524,293 pounds coming from 680 acres of beets. Their yield was 20.4 tons—more than five tons over the area average—with a sugar content of 16.2 percent.

A tall, gangly, likable fellow with a mop of brown hair and a wry smile, Bill Hinkhouse has an easygoing quality typical among the new irrigators. And he speaks for both his brother Rex and his neighbors when he says, "We don't raise beets because we like them; we just don't know what will return any more money."

Merle Worden, the brothers' Great Western fieldman, says, "If the Hinkhouses have a secret about their production, it is the timing of their operations. A beet is a hardy individual in a way, but it's also sensitive. Once a beet has been hurt, it remembers it for a long time. The Hinkhouses do an exceptional job in keeping up with their beets and they cultivate and water when the crop needs it."

Rex and Bill have made their job easier by keeping their land grouped together. Though there are six different fields in their 850-acre allotment for 1966, all lie within a close range for their men and equipment. One field, right north of headquarters, covers 280 acres—a record-sized field for Colorado. Nine wells, six of them rented, are used to irrigate the land.

Renters' arrangements vary widely throughout the Tri-County area. The Hinkhouses' arrangement is a common one. The agreements are on an 80:20 basis for fertilizer and "all costs not within the renter's control," such as webworms. In addition, the landlord agrees to furnish the well and the land, with the renter supplying a motor for the well and paying all fuel, oil, planting, cultivating, labor, and harvesting costs. Beet revenues are also split on an 80:20 basis, including tops, which have a value of 75 cents per ton of beets harvested. Lease terms are generally for no less than three years.

The Hinkhouses use three of the main rotations of the area. On smaller units with limited land, cropping is continuous and a corn-sugar beets rotation is used. On units where there is slightly more land—more than enough to irrigate with one well—the land is placed in a three-year rotation of sugar beets-summer fallow-wheat. Where still more land is available, sugar beets are grown twice in a four-year rotation of sugar beets-sugar beets-summer fallow-wheat. Another popular rotation, which the brothers do not use, is a deep-medium-shallow-rooted-crop rotation such as sugar beets-corn-pinto beans.

Summer-fallowing still plays the role of conserving moisture for the wheat crop since it usually is not irrigated, but it has other uses as well. Area agronomists feel that summer-fallowing serves three other functions: first, it allows time for the soil to release tied up nitrogen; second, it reduces weed numbers, a fact extremely important to the beet growers; and third, it causes the beet nematodes to undergo a "forced diet".

As the beet lands in the area become older, nematodes may increase, thus bringing an end to short beet rotations and certainly to two year-continuous beet plantings. Currently, growers are planting an occasional three-year crop without any noticeable nematode problems. Those who have been planting beets for nine years under short rotations say they notice the soil has been losing tilth.

The Hinkhouse brothers deep-plow their wheat stubble in the fall of the year, later pack it, then float it with a land plane and, before winter, shape beds for planting the following spring. Corn stubble is floated in the spring following plowing and packing. Beet land which will be replanted to the crop the following season is left unplowed. Anhydrous ammonia is knifed in between the rows without disturbing the beet bed.

The Hinkhouse fertilization program is usually finished by winter, with no sidedressing in the spring, to prevent damage to ditches which must be used as guides for other work. They generally put down around 140 to 170 pounds of available nitrogen and 120 pounds of available P.O. Soil tests for the area show over 1,000 pounds per acre available potassium and a pH of 8, thus bypassing the need of potash and lime. Most of the fertilizer goes on in dry form. Bill reasons that using dry bulk as plowdown lowers its cost; puts phosphorus and nitrogen on together; and gets the operation out of the way early.

Like most of the Tri-County farmers, Bill and Rex have had poor luck with herbicides for weed control. Consequently, they have depended upon hand labor to do the weeding, as well as most of the thinning and blocking. They use a mechanical thinner only occasionally. "You really cringe when you look at the job the thinner does," Bill says. "But it doesn't do as much damage to the yield as you think it would."

Throughout the Tri-County area, hail, like drouth, has been a perpetual headache. Not a thing has changed since the movement into irrigation. Insurance rates against hail on beets range up to $24 per $100 of coverage throughout the Tri-County area. Consequently most growers don't buy insurance. Bill Hinkhouse feels that "You're betting on a good horse with beets, though if it doesn't hail until after the 15th of July, Hail really hurts corn, but somehow beets always pull through with some kind of crop."

"On the whole, we have been real lucky; in fact, everyone has been a lot luckier than maybe we deserved."
As the wheat farmers of the drylands switched to irrigated row-cropping, they found they were in an odd era. Across the country farmers were moving to larger and larger machinery, yet these growers found their equipment too big for the narrow 22-inch rows of beets. Many ended up buying additional power units.

In the field it was the same story. The drylanders were used to clipping off over a hundred acres per day with outfits up to 40 feet wide. Now they found themselves limited to six rows and only a few acres per day. A few became impatient.

Of those impatient few, Kenny Hitchcock has probably had more influence on beet growing than any other farmer in the area. A man filled with nervous energy, Kenny is a big operator, who makes fast decisions and rides them out. The Burlington farmer was a latecomer to beets—1960—but by 1963, was at the top of the list of Great Western's "High Sugar Producers," a feat he repeated in 1964. This spring he planted 1,006 acres but ran into tough luck, losing 330 acres to blowing sand. This land then had to be worked again and replanted to pinto beans.

A compulsive inventor and excellent mechanic, Kenny's ideas are practical and usually amazingly simple.

He builds much of his beet equipment, combining the best features of several different manufacturers with his own innovations. His 12-row cultivators—which can also be used for ditching—have doubled his effort and time in floating. He plans for a still larger float, using a tractor on each end. The very flat loess soils of Kenny's neighborhood require little leveling but floating is needed for better waterproofing and to prevent standing water—which results in drowned beets. He likes to float seven times if possible to remove discrepancies.

His most unique, but simplest, device has proven to be also one of the most valuable. One of his neighbors calls it "Kenny's automatic tractor driver." The inventor cuts loose with a devilish laugh when he tells how the device came about. "I had been watching guys go at half speed for three years squatting over the fender so they didn't tear out any beets. When I started in beets in 1960 I was determined that I wouldn't have to do all that close driving. I bet a couple of them—anything they'd bet—that I would be able to drive down my beets blindfolded.

"I went to my shop and cut pieces of 4-inch angle iron about a yard long—one for each row of the cultivator—and then pounded one end of the angle iron shut. On the front of the closed end I put a chisel point to open the ditch ahead of it. When the angle iron was inverted it would lie right in the bottom of the ditch; two upright pieces anchored it to the cultivator.

"For the tractor front end I sent to Denver for the sharpest V-tires I could find. I made the first trip through the field to make the ditches before planting my beets and then called my bettors. My theory was that I could feel the notch where the ditcher had been before, with the V-tires, but I didn't have to, the tractor steered itself."

The device has been used throughout the area during all ditching, weeding, planting, and cultivating operations. The sureness of the path of travel enables the cultivator blades to be set closer to the row than they could otherwise. The automatic driver aspect is also popular.

One farmer who was short on help during planting, operated two tractors by himself, driving a tractor with ditches ahead, allowing a tractor with planter—which goes much slower—to tag along behind. At the end of the row he would turn the faster rig around and then wait until the tractor and planter reached the end, where he would climb aboard and turn it around before making his return trip.

There is one unique piece of equipment among Kenny's machinery which is not of his design. This is his mammoth six-row Parma self-propelled harvester, one of 21 such machines in existence, and one of two on the eastern side of the Continental Divide. Neighbors still line up at the ends of the fields to watch the big machine operate, even though it is in its fourth season. Weighing nearly 12 tons, and standing 15 feet from the ground, it is powered by a 50-hp International motor plus a John Deere 4010 with turbocharger which is mounted on its bow. The International runs the machinery which agitates the soil from the beets and runs the unloading elevators while the tractor provides power for forward motion and pulling. Wheels are removed from the tractor and it is lifted into place with a winch. During the summer the tractor pulls a cultivator. On its best day the machine harvested over 1,000 tons of beets for delivery to the local dump. Its manufacturer is Parma Water Lifter Company of Parma, Idaho.

Hitchcock was one of the early entrants into irrigation in Kit Carson County. He started on two rented wells in 1954 when there were only six in the country at that time. He is now a beet specialist, growing only beets and wheat. He quit corn "because there wasn't any margin in it."

He plans on experimenting with a method of controlling blowing sand on young beets, using his grain drill to plant two rows of either wheat or sorghum along the edges of the beds late in the fall, planting the beets between them the following spring. After the beets have a good start he will remove the two protective rows with L-knives.

Hitchcock's influence on the area has been considerable. Great Western spokesmen point to his thinking as being sound, and continue to look to him for new ideas, and new leadership. He is one of nearly 200 drylanders in the Tri-County who "are the independent rascals who thought they could raise more than one hundred acres of beets nine years ago". And did.

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Lovell Just Loves that Pennant —

It was a fun night at the Pennant banquet for all the Lovell Sugar Tramps

There's a touch of nostalgia in this reunion at the Pennant dinner of four prominent figures in the Lovell factory's history. From left, Phil Smith, agricultural director; Lloyd Jensen, vice president operations; Jack Asay, retired assistant superintendent, and his baby brother, Joe, assistant superintendent. Phil was manager at Lovell from 1938 to 1943. Lloyd was an assistant superintendent in 1942 and 1943, and the Asay boys are "native" stalwarts of the crew. Jack retired a year ago with service dating back 50 years to the opening of the mill in 1916. Joe began his career just a little later—in 1921.

The Lovell Pennant dinner also honored retired members of the crew and their wives. Here are some of them. At left, Wally Baird, who retired as warehouse foreman in 1962 with 20 years of service, standing behind his wife, Bertha. Next, Glen Averett, who retired as top mechanic in 1965 with 21 years' service. Since Glen's wife could not attend, he stands behind Mrs. S. A. (Swiftie) Swift, widow of the long-time craneman. Next, Erv Lynn, who retired last year as beet-end foreman with service dating back 50 years, with his wife, Clea. And at right, Jack Asay, another 50-year man who also retired last year as assistant superintendent, with his wife, Evelyn.

and their Ladies—so much so, they want to do it again, like next year!
In the issue of May, 1923, The Sugar Press reported that "this is the bunch that won the flag—they're holding their own." It's the Lovell crew, with a Pennant of new design by Roy Cliff, engineer at the General Office. The Lovell bunch won the fourth Pennant race in the campaign of 1922-23 with a famous effort requiring only 36 days.

In this photo, not all the people can be identified, and not all the identifications may be correct. There are also some guests in the group. In the front row, from left, Master Mechanic Henry Scherer of Billings, Cashier Frank Thomas, Asst. Gen. Supt. Harry Hooper, Auditor Sherman Saunders, Bill Dodd, J. C. Nolan, H. E. Jackson, Manager Charles F. Johnson, Asst. Gen. Supt. Joe Maudru, Manager Harvey Looper (now retired in Boulder), Supt's Clerk Jack Ankeny (now retired in Scottsbluff), P. L. Egan, unidentified, Jim Preston, Supt. Hank Sandmann, George Holmes, next two unidentified, G. E. Lynch, F. A. Borzych, John Riffel, unidentified, Hastings, Jack Weir, unidentified. Second row, G. Hargrove, George Wilder, Jack Asay (recently retired), and Reed. Back row, first five unidentified, District Manager Bill Hoparty, unidentified, and Roy Jensen, now tax supervisor at the General Office.

On the opposite page, from The Sugar Press of Nov., 1922, Super-Scribe Jack Ankeny—later a superintendent, no less—describes in stirring prose just how Lovell won the Pennant in the great 'sprint' campaign.

- The Midget Kewpie Coffee Grinder Runt Infant Baby of the Outfit . . .

That was the name—or conglomeration of names—applied unceremoniously to the Lovell factory before the Big Horn boys won their first Pennant in the campaign of 1922-23.

Even with the new flag, their stature wasn't enhanced too much since they covered the campaign race course in just 36 days!

"The little cayuse . . ." snorted Tom Cronin, the Gering Great, in a rebuttal in The Sugar Press to Jack Ankeny and his article on the opposite page. And in his lampooning of Lovell, Tom added with some Irish irascibility: "... a contender was never before known to win a race while viewing the finish from the grandstand!"

Be that as it may (in good, clean fun, naturally) Lovell did win the Pennant with a sprint of 36 days, slicing 31,479 tons of beets, with a daily average of 894 tons, and with total sugar production of 90,564 bags!

Quite a contrast with the most recent barrage on beets in the Big Horn Basin. Lovell logged 120 days in the last campaign, leading all the way, with a slicing average of 2,346 tons per day, with a record day of 2,572 tons, with low losses and low true purities, and with sugar production well over 750,000 bags.

"Lovell's performance could be called nothing but superb," noted Vice President Lloyd T. Jensen in his campaign summary.

And Tom Cronin would have to agree—and bow to all Lovell Sugar Tramps, past and present, including Jack Ankeny (who could write this little piece himself with fuller fervor and flavor).
With everything cocked and primed for a record start, and a record run, the Lovell Factory opened fire on the now famous sugar beet the morning of September 30, and one by one the festive rootlets dribbled in on that first day, to be cut and muddled and scaled by the unfeeling fiends inside. When the smoke cleared away after the first day's run, we had cut 660 tons, which, in the language of one of the old-timers around here, looked like one h— of a bunch of tons for a starter. In comparison with what began to happen shortly afterward, however, it looked considerably like the eel's eyebrows, for in about five or six days each shift was beginning to realize that it could cut a few more beets than either of the other two, and the race was on.

By the time we had all taken turns raising the ante on each other, the shadow of the pennant came creeping through the factory, and everyone was trying to break the record and leave the next man so he could top that. When you get a combination like that, something has to pop.

It all began when last year's high shift run went by the board, the record being broken by another shift, which is like waving the well-known cerise banner at the lord of the pas-ture. It wasn't long until no matter how many tons were cut on a shift, no one could be sure that it wouldn't be beaten before he came along the next day. It came to such a pass that the burly blacksmith was moved to wager a cigar with the writer that the beet elevator began to stick occasionally, due to stretching of the chain from the enormous tonnage it was carrying, we judge. (Factories with auxiliary beet elevators please note.) A main engine bearing began to get warm under the collar, and refused to cool off until Master Mechanic Fletter spoke to it with unc-tuous tones.

Then came a cold rain one afternoon, continuing well into the night, and when we arrived on the scene the next morning we thought we were in a coffee mill for fair. The presumably pure battery supply water looked exactly like coffee, assaying about two percent soluble solids and in the neighborhood of thirty percent insoluble mud.

You talk about Flanders mud, plasterer's mud, Iowa gumbo or Denver Mud, but we claim that for muddy, sticky, concrety, rotten mud, Shoshone River mud wins the pennant. The limescakes were muddy, the press cloths became like boards, the juice looked muddy, and even the erst-while clear prospect for the flag became a cloudy aspect, for the press station was a nightmare, and we will state for the information of those who do not know, that filter presses can hold up slicing as much as dull knives or slow evaporators.

The worst of it lasted only about a month of three days and we began to come out of it, but like a man recovering from a heavy bout with the now deceased (?) John Barleycorn, our campaign was nearly over before our sights were again raised to the proper level.

While the beet end was running slow, however, we devoted much time to the production of sugar, and were rewarded by seeing the Gwesco Gran-ules roll out in huge numbers, so that what was lost in one place was prac-tically made up at the other.

On the whole, we feel that it was a fairly successful campaign, and if any of the boys feel that they can raise the ante above 127.68 for Efficiency Factor we will take the rear seat of the Ford.

The "Coffee Mill" is silent.

Well, put all and all together, and divide by what you will; We will always have that feeling That we sure did slice like h—l.

So by chance you "beet" us, Tho' we don't believe you can, We will help you do the shouting, For we'll surely know you ran.

So dear brother mills, remember, When our pennant's on the spot, We will hang to it forever Where we bled and died and fought.

The notables of the day gather at the factory to raise Lovell's first Pennant on the pole on April 28, 1923. The night before they officiated at the Pennant dinner at the State Cafe. From left, Asst. Gen. Supt. Harry Hooper (father of Sabin at Scottsbluff and grandfather of Jerry at the General Office), General Supt. Edwin Morrison, Manager Charlie Johnson (no kin of the present manager), Cashier Frank Thomas, District Manager Bill Hogarty, Editor Leedom, Auditor Sherman Saunders, Asst. Gen. Supt. Joe Maudru, District Engineer N. L. Chatfield (now retired in Scottsbluff), and Supt. Hauk Sandmann.
The Lovell Sugar Tramps—
Winners of the GW Pennant

Superb Sugar* by Super Sugar Tramps—that's the claim at Lovell,

where the factory led every day of the way in operating efficiency
to win the flag last campaign. Here they are . . .

*Pure GW Sugar, for sure!
Front row, from left:
Storekeeper William G. Butler
Cashier H. L. (Hub) Marten
Fieldman Stanley Walters
Fieldman Robert D. Fisher
Fieldman Roland A. Jacob
Chief Chemist Roger A. Feil
Manager Charles R. Johnson
Stenographer Deanna Wagner
Supt's Clerk Velma Cowan
Supt. Dan E. Conwell
Master Mechanic L. D. Hopper
Asst. Supt. Joseph Asay
Asst. Supt. Virgil D. Wecker
Asst. Supt. Maynard H. Laufman
Asst. Supt. Neil E. Davies

Second row:
Janitor Fritz J. Fink
Timekeeper Paul L. Sutton
Beetend Foreman Helmut L. Doerr
Beetend Foreman Ted Tippetts
Beetend Foreman Keith O. Allred
Beetend Foreman Myrl Averett
Sugarend Foreman Norman Sorensen
Sugarend Foreman Garth G. Allred
Sugarend Foreman LeRoy M. Arnoldus
Sugarend Foreman Clyde B. Nichols
Top Mechanic John Neeley
Electrician Irwin C. Soiland
Asst. Master Mech. E. C. P. Bohm
Asst. Master Mech. Bob N. Johnson

Third row:
Sugar Boiler Elwood D. Emmett
Sugar Boiler Herbert Fossen
Sugar Boiler Harlow B. Brimhall
Sugar Boiler Henry Kober, Jr.
Asst. Storekeeper Earl Kallem
Warehouse Foreman James Wagner
Boilerhouse Foreman Clyde Brooks
Boilerhouse Foreman Jake Adolf
Boilerhouse Foreman William Oatman
Top Mechanic M. L. Fillerup
Top Mechanic George Ellis
Top Mechanic Richard A. Burke
Top Mechanic John Nation
Handyman A. L. Riehle
Locomotive Engineer Carl B. Fink

Back row:
Carbonator Herbert Scheeler
Carbonator Larry Sessions
Carbonator Snell Robertson
Carbonator Calvin Tilley
Knifesetter Dave Stanley
Extra Foreman John Fink, Jr.
Dump Foreman Leslie W. Cline
Dump Repairman Harold H. Hazen
Dump Repairman Leo Lockhart

Absent:
Fieldman James F. Gonyou
Fieldman Ralph J. Stahle
The Loveland Sugar Tramps—

Everette Edgar Lingle

to the safe-work concepts of the late Everette E. Lingle, who was superintendent until his death last Jan. 20. His crew's latest win at Loveland was the third in a row there and the sixth in all for crews under his leadership in the last ten years. Everette insisted on safety. His results were record performances. But, more importantly, they were responsible for the preservation of life and limb among those under his supervision. For Everette or any other factory supervisor, there could be no better remembrance.

Winners of the GW Safety Award

for the third straight year!
Front row, from left:
Asst. Supt. Jack C. Payrouse
Asst. Supt. David H. Woelfle
Asst. Supt. Austin Urbach
Asst. Supt. Donald D. Morris
Asst. Cashier M. R. Christensen
Cashier J. Lowell Bond
Master Mechanic Kermit W. Beal
Manager Leonard M. Johnson
Chief Chemist Matthew Sheldon
Chief Electrician King Minnick
Asst. Master Mech. A. R. Wagner
Asst. Master Mech. Harold Arndt
Asst. Master Mech. Ronald Olsen
Asst. Master Mech. Richard Fulton
Second row:
Storekeeper Donald Mayer
Warehouse Foreman Frank McConnell
Beetend Foreman Dick J. Weaver
Beetend Foreman Dan E. Woelfle
Beetend Foreman David Weitzel
Beetend Foreman Harold Maisch
Supt's Clerk Dora Jeffers
Stenographer Grace A. Schick
Fieldman Reid C. Dickerson
Sugarend Foreman Fred Lebsack
Sugarend Foreman Ray E. Mullison
Sugarend Foreman Edward Kercher
Shop Foreman John P. Morris
Asst. Storekeeper William Meyer
Third row:
Sugar Boiler Paul Branstner
Sugar Boiler Murry Sharp
Sugar Boiler Albert Lebsack
Sugar Boiler Kenneth A. Miller
Sugar Boiler Ralph M. Smith
Sugar Boiler Reuben R. Klein
Top Mechanic Vincent E. Davis
Top Mechanic Solomon Winter
Top Mechanic Duane Kruse
Top Mechanic Earl R. Sibert
Top Mechanic Virgil Kirtright
Top Mechanic Gary Poland
Top Mechanic Carl E. Glassgow
Top Mechanic Jake Weickum
Top Mechanic Stanley Matheus
Top Mechanic William L. Anderson
Handyman William Holzworth
Fourth row:
Dryer Foreman Ellis C. Wykoff
Dryer Foreman James Neal
Dryer Foreman Jasper S. Rogers
Dryer Foreman Harry H. Lebsack
Steffen Foreman Dan E. Harmel
Steffen Foreman W. L. Hardwick
Steffen Foreman Harry Hersch
Steffen Foreman Robert Sutton
Boilerhouse F'man Robt. Englehardt
Boilerhouse Foreman George Cary
Boilerhouse Foreman Ervin Steiner
Asst. Storekeeper Otis McConnell
Centrif. Foreman Herbert Pritchell
Evapman Gilbert Englehardt
Shift Warehouse Foreman Robt. Flint
Evapman Arden Wilder
Fifth row:
Electrician Jack L. Cruise
Electrician Gale Dunkelberger
Craneman Douglas Atchison
Craneman James L. Kissell
Craneman William Johanniemeier
Dump Foreman Edwin G. Anderson
Dump Repairman Daniel Frank
Sixth row:
Asst. Chemist Ronald Brenton (Pdl)
Asst. Chemist Charles Lawhead (Pdl)
Asst. Chemist Lynn Hullinger (Pdl)
Supt. Daniel A. Muller (Pdl)
Lab Clerk Betty Joe McKee (Pdl)
Lab Analyst Rosemary Stone (Pdl)
Chemical Engr. Brooks Stein (Pdl)
Asst. Chemist William Gasser
Knifsetter Glen Klinkacek
Handyman John Pineda
Handyman Otto Kuhlmann
Absent:
Fieldman Orville L. Oldemeyer
Fieldman Roy E. Marsh
Senior Chemist Jack Angelos (Pdl)
Sugar Boiler Harold H. Reed
Sugar Boiler Adron Sharp
Cooler Foreman Gale Sullivan
Dryer Fireman Reuben Walker
Limestone Analyst Francis Sullivan
Pilot Plantman David Martin (Pdl)

Pilot Plantman Phillip Frank (Pdl)
Pilot Plantman Wayne Jeffrey (Pdl)

Deceased:
Superintendent Everette E. Lingle
Sugarend Foremen Phillip B. Kern
Top Mechanic Charles P. Glassgows
(Pdl) indicates process development lab

SAFETY AWARD
LOVELAND
1964 • 1965 • 1966
Fremont’s Al Schmidt—Safety Man of the Year

- Alfred J. Schmidt, veteran assistant superintendent at Fremont, was named Great Western’s Safety Man of the Year for 1966 by the Safety Advisory Council on March 20. With the honor, Schmidt received an award of $500.

The runners-up in the balloting were Wallace Goranson, boilerhouse foreman at Longmont, and the late Charles P. Glassgow, who was a top mechanic at Loveland.

Schmidt, runner-up in 1965, was selected for the top honor this time on the basis of his extensive leadership in safety at Fremont. Now chairman of the safety committee there, he was active in the group each of the three years in a row that Fremont won the Safety Contest from 1961 to 1963. He also heads the factory’s participation in the Ohio Safety Directors’ Program. His sugar career at the Fremont factory dates back 30 years.

Factory Candidates

For GW Safety Man

CHARLES W. RAINS
Sugarend Foreman—Greeley

WALLACE GORANSON
Boilerhouse Foreman—Longmont

CHARLES GLASSGOW
Top Mechanic—Loveland

CECIL A. LYNCH
Electrician—Johnstown

AUGUST DUMLER
Handyman—MSG Plant

VARLAN L. WECKER
Asst. Supt.—Sterling

CHARLES E. SWORD
Asst. Supt.—Fort Morgan

JOHN H. AREND S
Sugarend Foreman—Scottsbluff

JOSEPH ASAY
Asst. Supt.—Lovell

HAROLD R. WAGY
Dump Foreman—Goodland

ALFRED J. SCHMIDT
Asst. Supt.—Fremont

ROY WALKER
Utilityman Trainee—Findlay

It’s a $500 check for Asst. Supt. Al Schmidt of Fremont, right, for winning the title of Safety Man of the Year. Here Smitty receives the award from Supt. Floyd Logan.
Manager Frank Zumbrink of Longmont looks over the shoulder of Safety Director Bob Wherry at the annual meeting of the Safety Advisory Council at the 3 Gables Inn at Greeley, March 20.

Safety Council Annual Meeting

The Safety Advisory Council in session. From left, clockwise, Safety Director Bob Wherry (back to camera), Field Supt. Jack Corsberg of Goodland, Top Mechanic Duane Kruse of Loveland, Top Mechanic Frank McMurdy of Fort Morgan, Supt. Oliver Swaney of Mitchell, District Supt. Steve Force, (next three hidden from view: Supt. Lloyd Sybrandt of Johnstown, Supt. Frank Jones of Greeley, Manager Frank Zumbrink of Longmont), then Manager Bill McGuffey of Mitchell, and at right Cashier Don Cross of Scottsbluff. Another member, Jim Lyon, took the photo. Two members were unable to attend—District Supts. Bob Munroe and Jack Powell.

Three members of the safety group listen to the discussion during the half-day meeting at Greeley. From left, District Supt. Steve Force, Supt. Lloyd Sybrandt of the two Johnstown factories, and Supt. Frank Jones of Greeley.

Top Mechanic Frank McMurdy of Fort Morgan, at left, discusses a point of the safety program with Supt. Oliver Swaney of Mitchell.

On the left, taking notes, Chuck Niblock of the Insurance staff at the General Office, with Field Supt. Jack Corsberg of Goodland.
With magnificent plumage towering over the front range of the Rockies, Old No. 90 homes for the last time for the barn at Loveland after a test run for her new owners, the Strasburg Railroad of Lancaster County, Pennsylvania.

Old No. 90, with her sign high in the sky over the foothills, heads for her home at Loveland for the last time. The dowager decapod, star of the GW Railway steam stable, was sold to the Strasburg Railroad in Pennsylvania, where she will work excursion trains. No. 90 was the largest of her breed on the "Sugar Road"—and the last. She went the way of all the others, due to economic necessity, into the new and glamorous role of pleasing steamfans.

GW Railway President Jens C. Jensen, at left, receives a check in payment for No. 90 from J. H. Leath, vice president and general manager of the Strasburg line.

Her last fire at Loveland smoldering in the foreground, her number plate removed, her boiler blown out, Old No. 90 awaits the indignities of preparation for the trip to Pennsylvania.
No. 90, built by Baldwin in 1924, was long a sentimental sight in the sugarbeet country of Northern Colorado. Until the advent of diesels, she ran regular service on the GW Railway. Then she worked only during the processing seasons. And finally, in recent years, she was left only with the job of taking out occasional excursions—much to the delight of steamfans, young and old.
It was a full day on the road of The Great Western Railway on April 15 for an inspection tour of track and facilities by executives and staff members of both the Railway and the parent Sugar Company, plus three guests from the Colorado Milling & Elevator Company. The party boarded a special train of three cabooses and two diesel units at Longmont and toured the entire line through Johnstown, Loveland, Windsor and Eaton, with numerous stops. The members of the party, with the train crew, appear in the photo above, with identifications here:

In the front row, from left:
- Earl Cross, President, GW Sugar
- Jens Jensen, President, GW Railway
- Joe Baker, Superintendent, GW Railway
- Tommy Davis, Master Mechanic, GW Railway
- Slim Kiser, Roadmaster, GW Railway
- Charlie Quinn, Cashier, GW Railway
- Jim Kelly, Asst. to Gen. Mgr., GW Railway
- George Berlin, Chief Engineer, GW Railway
- Dave Gaw, Dispatcher, GW Railway
- Bob Witmer, Controller, GW Sugar
- Bob Fisher, Vice President, GW Sugar
- Ed Walsh, General Attorney, GW Sugar
- Bob Wherry, Secretary, GW Sugar

In the back row:
- Murray Petersen, Vice President, CM&E
- Duke Holt, General Counsel, GW Sugar
- Max Ehrlich, Secretary, CM&E
- Dave Page, Vice President, CM&E Ranchway Div.
- Whit Newton, Research Director, GW Sugar
- Don Rauer, Asst. Freight Agent, GW Railway
- Ed Rebhan, Asst. Treasurer, GW Sugar
- Jim Holt, Asst. Traffic Manager, GW Sugar
- Bert Swarhout, Asst. Purchasing Manager, GW Sugar
- Dick Von Kaenel, Vice President, GW Sugar
- O. K. Straub, Train Conductor, GW Railway
- Pete Tribelhorn, Brakeman, GW Railway
- George Bloom, Locomotive Engineer, GW Railway
- George Bernhardt, Locomotive Fireman, GW Railway
- Behind the camera, Jim Lyon, Editor, Sugar Press

Vice President Dick Von Kaenel, left, with Railway Supt. Joe Baker, center, and Sugar Research Director Whit Newton.

Master Mechanic Tommy Davis, left, senior GW Railwayman, in the cab of the diesel locomotive with Controller Bob Witmer.
President Earl Cross looks at left while Railway Supt. Joe Baker points out features of the right-of-way.

Railway Cashier Charlie Quinn, left, with Fireman George Bernhardt, center, and General Attorney Ed Walsh. Roadmaster Slim Kiser, left, a 40-year veteran of the Railway, meets more than his match in Vice President Murray Petersen of CM&E while viewing leased railbed tamping equipment.

Three "club cars" make up the consist of the two diesel units in the special train for the inspection tour over the line.
Steel beams mark the roof-line of the new pulp dryer under construction at the Sterling factory in the "slot" between the lime kiln and the main house. The old Steffen house was torn out to make room for the dryer. The pellet warehouse will extend out to the re-bars in the foreground, just opposite the office building and driveway.

Another view from the opposite direction of the Sterling dryer framework, with Asst. Master Mechanic Jake Lechman.

At work on the Sterling project, Elmer Jones of the Greeley "Earth-movers."

Sterling Starts

New Pulp Dryer

Up close, the trunions in place for the dryer drum to be moved in. The Stord presses will be on the second floor at left with the pellet mills on the ground floor below. By the forms, from left, District Engineer Wayne Argabrite, Master Mechanic John Spall, and Traveling Engineer Bob Vandel. The Sterling dryer will be similar to those built recently at Eaton and Greeley and will eliminate all pulp silo drainage in the South Platte water system from Great Western mills.
Here's the "Kanorado Kannonball," a truck rigged for action for work at the far-flung beet dumps of the Tri-County area astride the Colorado and Kansas borders. It was outfitted by Dump Foreman Butch Wagy, left, and his assistant, Kenny Bishop, with handy stowage for all tools and parts in their dump repair work.

Another view of the Tri-County "service special" with the welder on the bed of the truck alongside Kenny and Butch below facing one of the many compartments for piler parts. Butch and Kenny, who both came from Brighton, set up their dump repair shop at Kanorado, Kan.

Fort Morgan Dump Repairman Marion Blecha, shaking hands with Manager Vic Ostermiller, at right, receives a going-away gift from his friends upon his transfer to the seed house at Longmont. The others, from left, Cashier Harold Smith, Asst. Manager Merle Rigg, Fieldmen Mickey Berry, Bill Jones, Wendell Wagner (partly hidden), and Thurman English.

At Mitchell, Dump Foreman Chet Morse appears alongside a familiar trademark on the day he received his Great Western pin for 30 years of service.

Around and About

In the machine shop at Loveland, here are four handsome and happy-looking Sugar Tramps who are lithe with the lathe and other tools. From left, Shop Foreman Jack Morris, Dryer Foreman Jimmy Neal, and Top Mechanics Andy Anderson and Stan Mathers.
• Boss Kemp about to open a gift from the staff in May of 1961 on the occasion of his silver anniversary as President. His face shows it was a complete surprise.

Just
One More, Boss!

Frank Kemp was the most frequent subject of my picture-taking over the last 12 years or so for The Sugar Press. And he was the most difficult—not for lack of cooperation, but because of his impressive character and personality. My limited talent with the camera was no match for his mobile expressions. Try as I might, over the years, I could never manage to get the picture of him I wanted. I could never capture, in one instant, the complete Frank Kemp, in one portrayal—the man himself with all his determination and devotion, with all his charm and colorful characteristics. I could only play the law of averages with the classic request: "Just one more, please, Boss." On the night of his retirement last February, I could only say to him: "Well, Boss, at least you won't have to put up with my camera anymore." He just grinned. On the day he left his office for good, I couldn't bring myself to ask him to stand still for just one more. Not in those moments of closing out a career of 44 years, including 30 as chief executive officer of Great Western Sugar. So, instead, as a small remembrance of the man and his work—with a first name that stood for his everyday actions—I offer here five of my favorite photos of Frank Kemp . . . the Boss.

—Jim Lyon, Editor
• In his customary role before the public, as a speaker, Frank A. Kemp was an accomplished and authoritative spokesman for the beet sugar industry. Here he gives his views, always forceful, to the Technical Society in January, 1959.

• With a judicial eye and appropriate facial contortions, the Old Pro hefts a bat once again at one of the little league games he attended in 1959 to watch Great Western’s team. Frank starred in both baseball and football at the University of Colorado.

• It was a birthday cake that brought this grin of pleasure to the Boss during a luncheon at the Scottsbluff Country Club in 1958 while on the annual directors’ tour.

• In April of 1958, Boss Kemp admires his Great Westerner pin for 35 years of service he received from his long-time friend, Mahlon D. Thatcher, at left, then senior member of the GW Board of Directors. Mr. Thatcher was the grandfather of William M. White, Jr., now a member of the GW Board.
Lyman Andrews, with his wife Patricia and Phil Smith at left, tries out the color television set presented to him upon retirement by his General Office and agricultural colleagues.

Here Andy receives the good wishes of Chairman Frank Kemp, who also retired, and President Earl Cross, at right.

Andy Leaves Agriculture

At a reception honoring his retirement, Lyman Andrews enjoys a toast by the four agriculture staff secretaries, from left, Helen Anderson, Judy Finn, Sandy Schultz and Marjorie Hagan. (The punch was orange—in color, anyway!) Andy and Mrs. Andrews left immediately for an extended tour of Europe, including a visit with their son, Lyman, who teaches in England. His retirement in April marked the close of one of the longest agricultural careers in the history of the company. Andy was a Great Westerner for nearly 48 years and a district manager for the last 18 years. Before he came to the General Office in 1948, he was a manager at five factories, first at Lyman, then at Sterling, Eaton, Greeley, and Billings. He joined Great Western in 1919 as a fieldman at Scottsbluff. After their tour of Europe, the Andrews plan to continue living in Denver.
Three Assistant Superintendents Retire at Loveland

The Loveland factory loses three assistant superintendents nearly at one time with the retirement of David H. Woelfle, Austin Urbach and Jack C. Peyrouse. Dave retires in August with 39 years of continuous service, while Austie and Jack retired in May with 42 and 41 years of service, respectively. Dave began at Loveland, working up to the foreman level; he was then an assistant at Ovid and Fort Morgan before returning to Loveland in 1958. Austie started at Fort Morgan, became an assistant at Brush, returned to Morgan and then moved to Loveland in 1960. Jack started at Ovid, became an assistant there, and moved to Loveland in 1962. Dave has two brothers with the company—Fred and Dan, while Austie has two brothers already retired—Adam and Conrad. The Urbachs' father was also a Great Westerner in the early days at Morgan.

Chuck Philips Retires

C. H. (Chuck) Philips, long a friendly figure at the General Office, retired as limestone clerk in April with 44 years of service. Chuck appears at right, in the center, with his two bosses over the years. On the left, George Berlin, the present limestone manager, and on the right, the eminent Jim Dudgeon, who retired 10 years ago. The occasion was a reception in the limestone office for Chuck and Mrs. Philips, who appear in the photo at left below with his department head, Vice President Lloyd Jensen. At right below, Chuck stands with Betty Anderson of the payroll staff, one of the "hostesses" for his reception, and the famous Floyd Phillips, a retired friend of long standing with the same name (but no kin) spelled differently. Before he joined the limestone staff in 1953, Chuck worked in accounting. He and Mrs. Philips plan to continue living in Denver.
Ralph F. Bristol, Sr., who was superintendent at Bayard for 30 years.

RALPH F. BRISTOL, SR.

Ralph F. Bristol, Sr., who was superintendent at Bayard for 30 years, died on March 11 at the age of 81. He was the father of Ralph, Jr., the new superintendent at Bayard for 46 years. He was one of the original assistants at Bayard and at Fort Collins from 1945 until he retired. Ralph was a native of Fort Collins.

A resident of Bayard since his retirement in 1950, Ralph was a Great Westerner for 46 years. He was one of the original cadre at the Fort Collins factory, where he began his career with the opening of the mill in 1904.

Ralph moved to Scottsbluff in 1914 and back to Longmont in 1917 to become an assistant superintendent. With his promotion to superintendent in 1920, he began his long tenure at Bayard.

Ralph was a native of Fort Collins.

ROLAND L. COLWELL

Roland L. Colwell, a superintendent at three factories, died on March 26 in Fort Collins, where he lived in retirement. His age was 78.

Colly was a Great Westerner for 43 years until his retirement in 1955. He won two Pennants while superintendent at Windsor from 1931 to 1943. He was also superintendent at Ovid from 1943 to 1945 and at Fort Collins from 1945 until he retired.

Earlier, Colly was engaged in chemical work. He joined Great Western in 1912 at Longmont and became chief chemist there in 1914 and at Scottsbluff in 1915. The next year, he moved to the Scottsbluff district office and also served as a traveling chemist until 1922.

With the end of the traveling chemist category in 1922, Colly returned to the Scottsbluff factory lab as chief chemist. He went on to research work from 1926 until 1931, when he won his first appointment as a superintendent at Windsor.

JOHN H. BLOEDORN

John H. Bloedorn, a former director of Great Western Sugar and community leader in Fort Morgan, died on March 8 at the age of 77.

A long-time friend of Great Western and many Great Westerners, Mr. Bloedorn was a director of the company from 1957 to 1966.

Mr. Bloedorn was chairman of the board of the Farmers State Bank of Fort Morgan. He served as president of the bank from 1919 until a month before his death.

Aside from banking, Mr. Bloedorn was active over the years in community, educational, agricultural and fraternal organizations.

A native of Platte Center, Neb., he was a law graduate of the University of Nebraska, but never practiced.

Mr. Bloedorn's survivors in Fort Morgan include his wife, Arliss; his son, John, Jr.; a daughter, Miss Corrine Bloedorn; and one of his four brothers, Howard.

CLIFFORD R. KOONTZ

C. R. (Shorty) Koontz, a Great Westerner for nearly half a century, died on March 28 in Longmont, where he lived in retirement. He was 71 years old.

Shorty was a chief chemist at three factories in his long career. He was first appointed to the lab at Lyman in 1937, to Fort Morgan in 1939, and to Longmont in 1950, where he stayed until his retirement in 1961. He also worked at the Denver research lab.

Earlier, Shorty was an assistant chemist at Fort Collins, where he began his career in 1913, and then at Windsor, Greeley and Scottsbluff. After his retirement, Shorty ran a sugar factory in Iran for seven months.

Wherever he served, Shorty was known for his inventive genius with lab and mill equipment. He also pursued a wide variety of interests—from the intellectual to the mechanical.

Shorty was preceded in Great Western service in 1934 at Billings, where he spent his entire career. He also worked campaigns from 1920 to 1924.

Archie was raised and schooled in Billings, where his family moved shortly after his birth in Tacy.

Ralph F. Bristol, Sr., who was superintendent at Bayard for 30 years.

CHARLES P. GLASSGOW

Charles P. Glassgow, a Great Westerner for nearly half a century at the Loveland factory, died on March 16 after a long illness. His age was 65.

Charlie retired last December as a top mechanic at Loveland, where he spent his entire career. He began his continuous service in 1923, but worked campaigns dating back to 1918.

Before he became to top mechanic, Charlie was a beltman for many years. Charlie was runner-up in the balloting for Safety Man of the Year for 1966. He was chosen to represent Loveland on the basis of his attention to safety on the job and his accident-free record throughout his long career.

Charlie was the brother of Carl Glassgow, also a top mechanic at Loveland.

JOHN H. RICHARD

J. H. (Dick) Richard of Mitchell, one of the last of the Sugar Tramps who actually "tramped," died on Jan. 6 at the age of 78.

Dick retired in 1953 as a sugarend foreman at Mitchell with continuous service of 30 years. He also worked earlier at Bayard as a sugar boiler, starting in 1919.

But Dick's sugar career totaled nearly 50 years in all with service in the Louisiana plantation refineries and the Caribbean cane mills. In the fashion of the Sugar Tramp in those years, he moved from one mill to another until he came to the Valley.

At Mitchell, Dick was active in union affairs for many years and was president of the factory local group. In retirement, he was a vocal observer of process operations each campaign.

With characteristic individuality, Dick always kept the French pronunciation of his last name—"Rish-ond".

J. H. Bloedorn, former director and long-time friend of the company.
JOSEPH E. STROMSKI

Joseph E. Stromski, a veteran Great Westerner who retired at Scottsbluff, died on March 1 at the age of 67.

Joe retired in 1964 as a sugar boiler at Scottsbluff, where he spent his entire career of 37 years. He continued to live in Scottsbluff.

WILLIAM G. McGEORGE

William G. McGeorge, who retired in 1950 at Loveland, died on Jan. 23 after a long illness. His age was 77.

Mac was a Great Westerner with 30 years of continuous service when he retired as a sugar boiler at Loveland, where he spent his entire career, except for six months working on the construction of the Johnstown factory in 1926.

SHORTY KOONTZ, left with his life-long friend, Carl Nieder of Loveland.

Dick Richard, a colorful Sugar Tramp who retired at the Mitchell factory.

The Boys at Bayard — with Stars in their Eyes!

Fieldman Augie Heldt, right, receives his 35-year GW pin from Manager Lowell Giauque. He's the son of Gus Heldt.

Top Mechanic Henry Nagel, left, receives his 20-year GW pin upon his retirement from Master Mechanic Ralph Townsend.

Top Mechanic Vic Marker, left, and Asst. Master Mechanic Glen Reed both received GW service pins for five years.

Dump Foreman Zeke Rice, left, receives his GW service pin in gold for 25 years from Manager Lowell Giauque.

Dryer Foreman Ted Genoways, left and Beetend Foreman Bill Amend show their GW service pins for 15 years each.

And here Manager Lowell Giauque, left, presents a five-year Great Westerner pin to Fieldman Stan Davidson.
Billings Bulletin

Asst. Supt. Ike Enwall, at left, and Asst. M-M
Tommy Turnbull display GW service pins in gold.
Ike’s was for 25 years and Tommy’s for 30 years.

Asst. Supt. Don Morris, left, presents a
Safety Prize to Sugar Boiler Virgil Lindell, who also got his 20-year pin.

Asst. Supt. Ike Enwall, at left, hands a
20-year Great Westerner pin to
Sugar Boiler Francis Cashner of Billings.

Asst. Supt. Don Morris, left, presents a
Safety Prize to Sugar Boiler Virgil Lindell, who also got his 20-year pin.

Another 20-year pin at Billings for
Filter Foreman Cleon Bracken, at right,

Asst. Supt. Ike Enwall, at left, displays
his Safety Prize of an electric tooth brush with Asst. Supt. Ike Enwall.

Master Mechanic Cliff Davis, left, awards
a watch for a Safety Prize to Top Mechanic Cecil Hughes of Billings.

Asst. M-M Jim Kiedrowski, right, displays
his Safety Prize of an electric tooth brush with Asst. Supt. Ike Enwall.

Asst. M-M Bill Black, right, now in his
last intercampaign, chose a coffee pot

Campaigner Bert Kamarth, center, receives a Safety Prize last fall from Supt. Francis Wood, at left,
with Asst. M-M Tommy Turnbull looking on at right.

A Safety Prize for Fieldman John Sherman from Supt’s Clerk
Billie Veis, left, and Steno Marlene Patterson.
Chief Engineer Clair Iverson was one of the speakers at the March 20 meeting of the Technical Society at Greeley. His paper described equipment for the Tri-County factory at Goodland (see P. 8).

Another speaker at the Greeley technical meeting was Agricultural Development Director Phil Smith, who recounted the background of beet growing in the three counties on the Colorado-Kansas border.

Fieldman Bill Gray of Goodland also spoke at the Greeley meeting devoted to the Tri-County project. He described farm practices of growers who pioneered large acreages by use of well irrigation.

GW Sugar at the Kansas Statehouse. Governor Robert Docking of Kansas, seated, takes delivery of a small load of Pure GW Sugar in packets and poly bag for his personal use. The sugar was delivered by two representatives of the Russell Brokerage in Kansas City—Earl Schrader, at left, and Chet Walters. Governor Docking noted that the entire state of Kansas would benefit from Great Western's erection of the Tri-County sugar factory near Goodland.

GW pure sugar

At Billings, Asst. Supt. Don Morris, center, receives a gift of luggage from the crew upon his promotion to superintendent at Findlay. Don, at Billings nearly six years, is flanked by Beetend Foreman Bill Bly, left, and Steffen Foreman Riney Weist.

At Findlay, Supt. Maru Pettigrew, left, opens gifts from the crew upon his transfer to Lovell. Maru appears with, from left, Asst. Supt. Harold Saxton, Repairman Harold Fox, Asst Supt. Bob Cearusy, Master Mechanic Gus Schneider, and Bob McCandless.
Asst. Supt. Clyde Kemper of Longmont displays his first gold pin for 25 years.

Dump Repairman Fred Ehlert, left, receives his 25-year service pin from Manager Frank Zumbrink at Longmont.

Top Mechanic Everett Hilty, at left, receives his 5-year service pin from Master Mechanic Charlie Kupilik.

Asst. Master Mechanic Carl Haffner, left, receives his 20-year pin from Master Mechanic Charlie Kupilik.

Shift Warehouse Foreman Vern Widger, left, with his 5-year service pin from Asst. Supt. Carl Hurich.

Craneman Clarence Derr, left, receives a 20-year GW pin from Master Mechanic Charlie Kupilik.

Fieldman Bob Bever, left, receives his 15-year Great Westerner pin from Manager Frank Zumbrink.

Ten-year GW service pins were awarded to four Longmont Sugar Tramps. From left, Shop Foreman Bill Pendleton, Sugar Boiler Fred Heil, Boilerhouse Foreman Fred Lasnik, and Sugar Boiler Harold Weisgerber.
Mitchell

Around and About

Findlay

At Mitchell, Asst. Supt. Guy Stone and Sugarend Foreman Smokey Hartz, with Supt. Oliver Swaney at right receive gifts from the crew upon their retirement in April. Guy began his career in 1928, while Smokey started in 1943.

Retired Great Westerners assemble at the Mitchell party honoring Guy Stone and Smokey Hartz on April 14. From left, Guy, Red Curtis, Don Hansen, Leonard Hays, Clarence Way, Smokey, and Gene Flickinger. There were about 50 guests for the occasion. Both Guy and Smokey plan to remain in Mitchell.

Here's a new Mitchell Sugar Tramp—Kyle Eugene Kenyon, born last December to Mr. and Mrs. Bob Hendren. Kyle is also the first grandson of Gene Flickinger, retired boilerhouse foreman at Mitchell.

Mitchell's birdman—Orville Zweibel, who doubles as dryer foreman—finds flying is the only way to take his daughter to college. Here he arrives at Kearney with daughter Jean and his wife, Lucille.

Two Findlay assistant superintendents display their 20-year service pins—Harold Saxton, left, and Bob Cleary.

In the Findlay lab last campaign, from left, Benchgirl Elaine Clark with Stationmen Bob Bame and Leo Staley.

Another look in the Findlay lab—Asst. Supt. Frank Hall with Yvonne Himes, who was dilution girl last campaign.

Here's Benchgirl Helen Cunningham with Beetend Foreman Bob Myers of Findlay.

Asst. Chemist Ruth Mae Wise intent upon her work in the Findlay lab.

Sugarend Foreman Merle Butler waits for the chemical verdict in the Findlay lab.
At the General Office, Purchasing Manager M. H. Ruebush presents 15-year service pins to two buyers—Paul Cunningham, center, and Holden Nicholson, at right.

At the Greeley Technical Society meeting, Chief Engineer C. H. Ivrson, left, presents a 20-year GW service pin to Traveling Engineer Nick Watson.

Here Steno Virginia Honosky receives a 5-year GW pin from Purchasing Manager Ruebush.

Pvt. Kenneth W. Moon, son of Sugarend Foreman and Mrs. Richard Moon of Findlay, has been assigned to Beale Air Force Base at Marysville, Calif.

At the Lovell office, informally, from left, Cashier Hub Marten, Fieldman Bob Fisher, and Timekeeper Paul Sutton.

Lab's Phil Hatch Heads
Colorado Toastmasters

Phillip J. Hatch, research chemist at the Denver lab, is the new Colorado district governor of Toastmasters International. Hatch won the high honor with his election to the top Toastmaster position in Colorado at the public-speaking group's convention in Denver on May 6. He is a member and past president of the Milestone Club of Denver. As district governor, Hatch will represent Colorado members at the Region 3 meeting in June at Houston and at the international convention in August in Toronto. Hatch was chief chemist at Sterling and then Mitchell before he came to the Denver research lab in 1961.
George Mitchell Retires at Billings
With Half a Century of GW Service

At Billings, Chief Electrician George Mitchell, left, ends a Great Western career of half a century with a smile upon accepting his retirement certificate from Supt. Francis Wood in April. George first worked campaigns in 1917 and started year-around in 1922.

Retirement spells fishing for George Mitchell, at left with the tackle presented to him by the Billings crew, plus two envious anglers, Asst. M-M Art Hudson and Master Mechanic Cliff Davis. George began his career 50 years ago at Brush, moved to Brighton in 1922, became chief electrician at Fort Lupton in 1929, and moved to Billings in 1940.

In Which
We Serve

MARCH ANNIVERSARIES
A. C. Joost, Fremont ............ 35
Ralph J. Stahle, Lovell .......... 30
Ivan E. Albright, Sterling ...... 25
L. H. Henderson, Scottsbluff .... 25
Clyde L. Kemper, Longmont .... 15
Ralph E. Rice, Bayard .......... 10
Cleon Bracken, Billings ....... 10
Francis R. Cashner, Billings ... 10
Robert N. Gwin, Scottsbluff ... 10
Carl Haffner, Longmont ....... 10
Raymond Koehler, Sterling ... 10
Ivan Stahle, Sterling .......... 10
W. Doane Watson, Denver ...... 10
Edward J. Willcox, Johnstown ... 10
Solomon Winter, Loveland ...... 10
Walter R. Arndt, Johnstown ... 15

George A. Berlin, Denver ...... 15
Robert C. Perkins, Denver ...... 15
Jack W. Williams, Johnstown . 15
Orville C. Zweibel, Mitchell . 15
Robert L. Abrams, Longmont . 10
Fred Heil, Longmont .......... 10
Fred L. Lasnik, Longmont . 10
George E. Mark, Sterling ... 10
Rudy Miller, Sterling .......... 10
B. V. Pendleton, Longmont ... 10
Harold H. Reed, Loveland .... 10
Earl R. Sibert, Loveland .... 10
Cecil W. Swan, Sterling ...... 10
Ted Tippets, Lovell .......... 10
Harold Weisgerber, Longmont ... 10
Luis Alcon, Windsor .... 5
George Freeman, Findlay .... 5
Ray L. Henderson, Ft. Morgan .. 5
Virginia Honosky, Denver ...... 5
Francis C. Lohr, Loveland .... 5
James A. Reed, Findlay .... 5
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APRIL ANNIVERSARIES
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William S. Wilson, Billings ... 35
Jesse E. Stone, Bayard .... 30
Nick J. Bretz, Ovid ........ 25
Fred H. Ehert, Longmont .... 25
William J. Oatman, Lovell .. 25
J. V. Ostermiller, Ft. Morgan . 25
George J. Schneider, Gering .. 25
Paul A. Cook, Eaton ........ 20
Clarence L. Derr, Longmont ...... 20
William J. Geng, Windsor ..... 20
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Roland A. Jacob, Lovell .... 15
Edward M. Matson, Denver .... 15
Elwood D. Emmett, Lovell .... 10
Alfred C. Heiling, Findlay .... 10
Matilda F. Jess, Denver ...... 10
Denver J. Muse, Brighton ...... 10
Elmer E. Penrod, Findlay .... 10
Ronald E. Perkins, Fremont ... 10
Vernon D. Wecker, Sterling ... 10
Lawrence F. Bacon, Johnstown ... 5
Jose M. Del Campo, Johnstown ... 5
Alex Denes, Ft. Morgan .... 5
Adolph Foos, Johnstown .... 5
Lawrence L. Frese, Brighton .... 5
Everett L. Hilty, Longmont .... 5
Alexander A. Kaiser, Sterling ... 5
Donald J. Knopp, Ft. Morgan ... 5
Fred Martin, Ft. Collins .... 5
Floyd M. Musser, Brighton ... 5
James M. Pratt, Greeley ... 5
Paul E. Reed, Findlay .... 5
Henry Schmidt, Johnstown .... 5
Vernon L. Widger, Longmont ... 5
John L. Young, Ft. Morgan ...... 5
Gering's grand old warehouse foreman—Frank Quinn—looks quite at home in the role of baby-sitter for his newest grandson and namesake. The young fellow is Frank Allen Fulton, son of Timekeeper and Mrs. Jack Fulton of Mitchell. Frankie, born last December, is also the nephew of both Asst. Master Mechanic Dick Fulton of Loveland and Traveling Auditor Dale Quinn of the General Office. Frank the 1st retired at Gering in 1955.

Here begins a special new feature in the Sugar Press—a page devoted entirely to the activities and the accomplishments of Retired Great Westerners. It will be presented regularly with each issue in an effort to offer an informal meeting place, with words and pictures, for Sugar Tramps in the retired ranks.

Contributions in the form of brief notes and sharp snapshots will be most welcome from anyone connected with the company, but especially from Retired Great Westerners themselves, along with any comments or questions. It's strictly a column for the "Club," the grandest group of Great Western. So lend a hand with your pen and camera, so others will know about you, and you will know about others. Send your contributions at anytime to:

Jim Lyon, Editor
The Sugar Press
Great Western Sugar
Box 5308, T. A.
Denver, Colo. 80217

With pictures, be sure to give adequate identification of people, from left to right, etc. All photos will be returned within a few weeks.

Best wishes to the new members of the Club "initiated" since March 1. They appear here with their dates of retirement and years of continuous service:

- James H. Bachofer, watchman at Bayard, on March 1; 18 years.
- Adam W. Liniger, kilnburner at Johnstown, on March 1; 38 years.
- Henry Nagel, top mechanic at Bayard, on March 1; 20 years.
- Lester J. Adamson, watchman at Eaton, on April 1; 20 years.
- Fred E. Brothers, assistant master mechanic at Greeley, on April 1; 43 years.
- John W. Stevens, sugar boiler at Eaton, on April 1; 23 years.
- Guy Stone, assistant superintendent at Mitchell, on April 1; 39 years.
- Lyman H. Andrews, district manager at the General Office, on May 1; 48 years.
- Raymond C. Hartz, sugarend foreman at Mitchell, on May 1; 24 years.
- Teck F. James, switchboard operator at the General Office, on May 1; 41 years.
- George A. Mitchell, chief electrician at Billings, on May 1; 45 years.
- Jack C. Peyrouse, assistant superintendent at Loveland, on May 1; 41 years.
- Charles H. Phillips, limestone clerk at the General Office, on May 1; 44 years.
- Austin Urbach, assistant superintendent at Loveland, on May 1; 42 years.

York Saxton, who retired as a sugarend foreman at Eaton in 1953, writes that he sure enjoyed helping out on the pan floor last campaign at the Findlay factory. After 13 years away from a sugar mill, York noted a great many improvements. And he added that the gang at Findlay was a fine group to work with. York is the father of Asst. Supt. Harold Saxton of Findlay and brother of Harry Saxton of Longmont, retired chief chemist. York was incorrectly listed as a retired sugar boiler in the retirement issue last summer.

Frank Kemp, retired chairman of the board, departed in May for an extended voyage throughout the Orient. Just before he left, Boss Kemp was awarded a doctorate of humanities degree at Loretto Heights College in Denver, where he's a trustee.

Without their green visors and decks of cards, these five retired superintendents manage to look quite respectable while attending the Technical Society meeting at Greeley on March 20. Every Thursday, it seems, they get together for games of cribbage, they say, along with some gossip and refreshments. They belong to the Supe-annuated Superintendents Cellar Club of Northern Colorado, part of the cause of air pollution, no doubt. In case you can't recognize their freshly-scrubbed faces they are, from left seated, Ed Gonyou of Loveland, George Atkinson of Johnstown, Clarence Potter of Greeley; and standing, Harry Evans of Longmont and Heinie Zisch of Johnstown. A sixth member of the Club—Jack MacDonald of Longmont—missed this meeting.
GW Factory Management Staff for the 1967 Inter-Campaign

<table>
<thead>
<tr>
<th>Factory</th>
<th>Manager</th>
<th>Superintendent</th>
<th>Master Mechanic</th>
<th>Cashier</th>
<th>Chief Chemist</th>
<th>Symbol</th>
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<tr>
<td>EATON</td>
<td>Donald G. Redman</td>
<td>George W. Halbur</td>
<td>Vernon Churchwell</td>
<td>Hugh E. Cook</td>
<td>Russell D. Smith</td>
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<tr>
<td>GREELEY</td>
<td>Waldo T. Peterson</td>
<td>Frank Jones</td>
<td>Lynn Brown</td>
<td>George R. Gibson</td>
<td>A. Dale Ragan</td>
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<td>LOVELAND</td>
<td>Leonard M. Johnson</td>
<td>G. R. Enevoldsen</td>
<td>Kermit W. Beal</td>
<td>J. Lowell Bond</td>
<td>Matthew Sheldon</td>
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<tr>
<td>LONGMONT</td>
<td>Frank Zumbrink</td>
<td>L. W. Feland</td>
<td>Charles A. Kupilik</td>
<td>C. B. Nasi</td>
<td>Stewart Foster</td>
<td>L</td>
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<td>BRIGHTON</td>
<td>John Stewart</td>
<td>Floyd W. Miller</td>
<td>James C. Young</td>
<td>A. C. Hamilton</td>
<td>Thomas L. Clements</td>
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<td>JOHNSTOWN</td>
<td>(no manager)</td>
<td>Lloyd V. Sybrandt</td>
<td>Richard W. Dayton</td>
<td>Joseph R. Booth</td>
<td>John M. Farlow</td>
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<td>MSG PLANT</td>
<td>(no manager)</td>
<td>Lloyd V. Sybrandt</td>
<td>Richard W. Dayton</td>
<td>Joseph R. Booth</td>
<td>Richard W. Mann</td>
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<td>OVID</td>
<td>I. L. Johnson</td>
<td>Dan E. Conwell</td>
<td>Thad W. Creager</td>
<td>Wayne K. Swanson</td>
<td>Lewis D. Zemanek</td>
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<td>STERLING</td>
<td>Lester B. Garner</td>
<td>Ralph F. Bristol, Jr.</td>
<td>John D. Spall</td>
<td>John C. Schrader</td>
<td>Jerry W. Steinmeyer</td>
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<td>FORT MORGAN</td>
<td>J. V. Ostermiller</td>
<td>Jack W. Eastman</td>
<td>Lee J. Kelim</td>
<td>Harold E. Smith</td>
<td>Harold D. Camp</td>
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<td>SCOTTSBLUFF</td>
<td>L. H. Henderson</td>
<td>Sabin G. Hooper</td>
<td>Edgar O. Williams</td>
<td>Don L. Cross</td>
<td>E. C. Culver</td>
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<td>GERING</td>
<td>L. H. Henderson</td>
<td>Tyler W. Miller</td>
<td>Floyd Mitchell</td>
<td>Joseph H. Lawson</td>
<td>Russell W. Dilley</td>
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<td>BAYARD</td>
<td>Lowell E. Giaque</td>
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<td>Harry C. Brown</td>
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<td>MITCHELL</td>
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<td>Oliver H. Swaney</td>
<td>Dan Schmidt</td>
<td>W. V. Vermeline</td>
<td>James P. Teters</td>
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<td>BILLINGS</td>
<td>Ralph W. Hettinger</td>
<td>Francis A. Wood</td>
<td>D. C. Davis</td>
<td>J. Gerald Kisler</td>
<td>W. G. Rogers</td>
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<td>LOVELL</td>
<td>Charles R. Johnson</td>
<td>Marvin Pettigrew</td>
<td>L. D. Hopper</td>
<td>H. L. Marten</td>
<td>Roger A. Feil</td>
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<td>FREMONT</td>
<td>Gordon Rudolph</td>
<td>Floyd M. Logan</td>
<td>Oakley C. Miller</td>
<td>Richard F. Mally</td>
<td>Larry D. Steward</td>
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<td>FINDLAY</td>
<td>Ronald D. Steck</td>
<td>Donald H. Morris</td>
<td>August Schneider</td>
<td>Lee F. Coon</td>
<td>Daniel Buckley</td>
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<tr>
<td>GOODLAND</td>
<td>(Under Construction)</td>
<td>LaMar C. Henry (Field Superintendent)</td>
<td>John R. Corsberg (Construction Supervisor)</td>
<td>Ralph T. Smith</td>
<td>Stanley G. Webster (Matters Coordinator)</td>
<td>K</td>
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</table>

WINDSOR CASHIER: Charles B. Merritt

LONGMONT EXPERIMENT STATION — Ralph Wood, Manager • HORSE CREEK QUARRY — Philip Ford, Superintendent
GW RAILWAY — J. B. Baker, Ill, Superintendent

Our Voice with a Smile—Teck James—Retires from the Switchboard

- Teck James, long the “Voice of the Sugar Building,” retired on May 1 with nearly 41 years of service.

Teck was head switchboard operator at the General Office. Over the years she handled millions of calls with both courtesy and efficiency at all times.

On incoming calls, her voice was the voice of the company—businesslike, but cordial and helpful.

On outgoing calls, particularly long distance in the days before direct dialing, Teck was invaluable in making quick connections for important calls by the presidents of the company and other executives.

But her concern was the same for everyone in the Sugar Building, regardless of position. On inside calls, before the installation of the automatic system two years ago, Teck used something like a sixth sense in locating people for calls if they were away from their phones.

Teck made countless friends over the years of her career, but she never saw most of their faces since she knew them only on the phone. They ranged from the General Office to all the factories—in fact, anywhere the sugar company maintained regular contact.

Teck came to the Sugar Building in 1926 from the switchboard at the Brown Palace Hotel. A native of Denver, she attended Bromwell School and East High School.

Several months ago, Teck suffered a serious illness and had to give up her work. After a period of hospitalization, she recently returned to her home in Denver at 501 Garfield St.

It goes without saying, almost, that her many friends wish her full recovery and full enjoyment of her retirement.
Lisa's strictly the go-go type.
After sunning, shopping, afternoon tennis date, and discothēquing into the wee hours, she's up first thing to catch the early morning surf.

What keeps Lisa from washing out?
Energy—And sugar's got it.
That's right, sugar. Everything in it is go.

Note to people on the go:
Exhaustion may be dangerous. It can even rob you of your resistance to illness. But sugar helps offset exhaustion—puts back energy fast. Synthetic sweeteners put back nothing. So play safe—make sure you get sugar every day. People need what sugar's got...18 calories per teaspoon—and it's all energy.

Sugar Information, Inc.
P. O. Box 2664, Grand Central Station, New York, N.Y. 10017

Lisa needs a sugarless, energy-less soft drink like a kangaroo needs a baby buggy.