

Adding value to your calf crop this year

Most calves are healthy when they leave the ranch, but stress caused by weaning, co-mingling, marketing, transportation, changes in environment, and other factors lower the level of disease resistance at a time when exposure to disease challenges is increased

Vet tips
Dr. Aaron White



Our primary goal is to increase value to the buyer and seller by providing the healthiest calf crop possible. One way to do this is by preconditioning calves for the challenges of both weaning and growth to market condition.

Identity of the ranch of origin is often lost once calves leave the ranch and move through various marketing channels. Loss of identity often prevents most commercial cow-calf producers from receiving feedback about the health and performance of their calves beyond the farm or ranch. Therefore, many producers are unaware of the benefit that preconditioning can provide to both themselves and the industry at large.

The purpose of a vaccination program is to raise the level of resistance to viruses, bacteria, and other pathogens before a disease challenge occurs. For optimal response, the proper vaccines must be administered and adequate time must be allowed to develop immunity in an environment where stress is minimized.

The Value-Added Calf Vaccination regimens were designed to produce protection against the major pathogens involved in the initial stages of the bovine respiratory disease complex. These programs are based upon results observed in the Texas A&M Ranch to Rail program. These programs are designed to get the calves ready to enter the various marketing and production channels after they leave the ranch. Calves managed with these regimens had more consistent, predictable, and favorable health results. Each operation has unique problems that exist at the ranch level. Consult with your local veterinarian to assess what other health assurance measures are indicated for your specific production environment.

Several venues now use Value-Added Calf Vaccination or similar regimens in calf marketing and purchasing programs. Market studies show increased price differentials among calves managed under these different health programs. Wide acceptance of these programs in addition to buyers' willingness to pay more for these calves is evidence of the added value as calves move through the segments of the beef industry. Please contact Norton Animal Health Center for specific vaccination programs to add value to your calf crop!



Letter to the Editor,

We were delighted to see the recent photo of the new Chamber Office. That is a wonderful addition for Norton.

Now a bit of history. Jim Shelton operated the Kent Service Station in that building back in the 1940's. His cousin, Wesley Shelton, operated the Kent Cafe to the south. Jim was there about eight years before he moved on Highway 36 to operate the Goodyear Tire Shop and the Standard Station.

Lots of god memories.
Jim and Rita Shelton
Olathe, Kansas

Letters to the Editor and Thumbs Up:
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Remember there is no charge for rendering a Thumbs Up. Thumbs Up are meant to give recognition for a positive person or event in the community. Also remember all Letters to the Editor must be signed.

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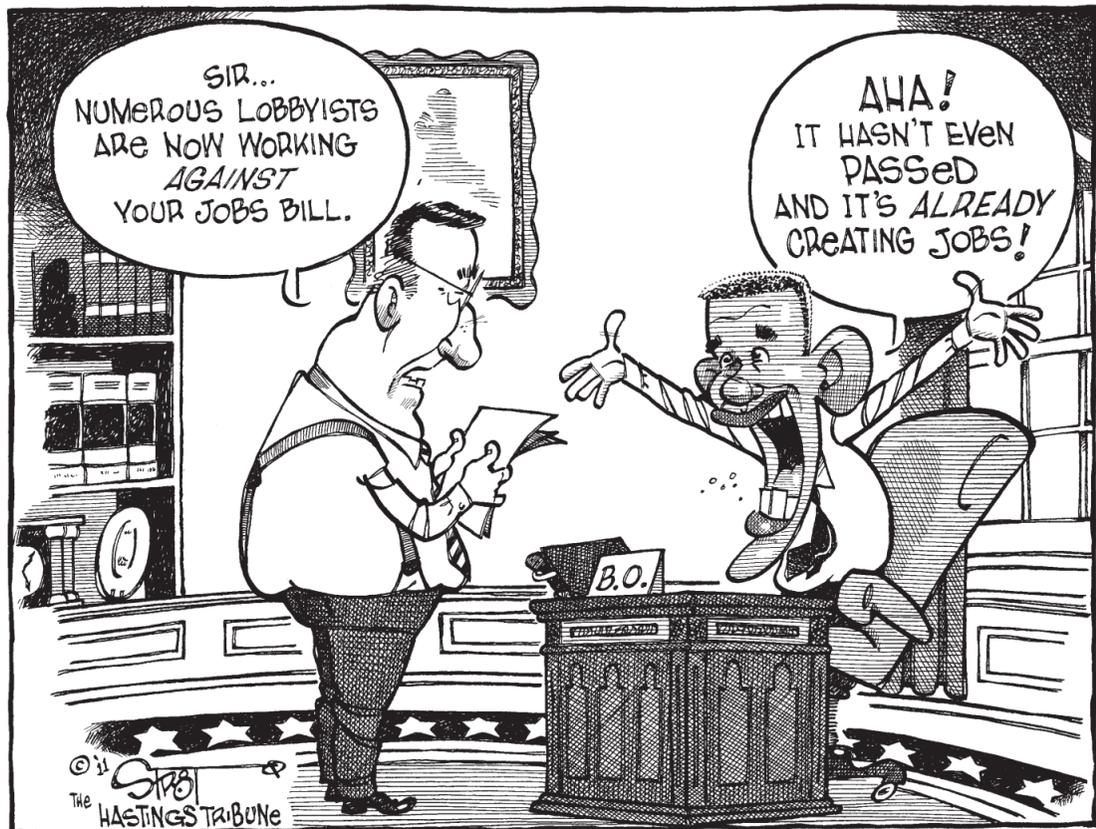
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Jumping in and getting the job done

I owe, I owe, it's off to work I go. When I received the call that the society editor at one of the newspapers I write for had broken her ankle, I didn't hesitate to say I would fill in for a couple of weeks. One day down, already. No telling how many more to go.

So far, it's fun. I love being around the people. And to tell the truth, I even enjoy the pressure a little. Perhaps, it's fun because I know it's only for a little while.

-ob-

We were part of planning a fun get-together in our little town. As per usual I plan; Jim implements my plan.

A group of volunteers wanted to hold a weiner roast. Simple idea but we knew we couldn't build a fire on the ground in our city park. Nor could we put fire in a container on the asphalt street. That's where Jim's creative side came in. He took an old one-way disc and welded a tire rim to it then added three legs. It made the cutest little fire

Out Back

Carolyn Plotts



pit. I sprayed it with stove black. He also made several hot dog sticks using small diameter pipe and heavy-duty wire.

Anyway, everybody did a little and everyone had a great time. It wasn't a benefit. It wasn't a fund-raiser for any worthy cause. It was just plain, simple fun. The best kind. So much fun, in fact, the general consensus is: we need to do it again. Soon.

-ob-

Talk about prior planning. My daughter, Kara, called this evening to "run something by me". She said her daughter, Taylor, came to her saying, "Mom, I have a proposition for you." That should have been Kara's first clue

that Taylor was angling for something. She was. Her proposition was to bring a girlfriend along when she comes to visit us next summer. Kara told her it would be up to Grandma.

Well, Grandma is ready. I told Kara I didn't even need to think about it. As long as it was all right with Taylor's friend's parents, it was okay with me. Taylor will be 13 in January and the time will come soon enough when coming to Grandma's might not be so cool. In too few years the lure of summer jobs, camps and friends will compete for her time and attention. So, if bringing a friend will keep her coming I say, "Come on. Bring the neighborhood."

Somehow, when my girls were teenagers we avoided the battles I heard so many of my friends complaining about. Oh, we had drama. I had rules. But not too many. I loved every minute of having my girls at home. It will be fun to have two giggly, girly girls in the house again. Come on summer.

A look at the history of news and how we got it

Insight

John Schlageck

As a youngster my dad used to read two newspapers daily. His newspapers of choice were the Kansas City Star and Denver Post.

Both arrived on the same day and both contained the latest news from that date in history. The doodlebug or jitney brought the two papers from KC 358 miles to the east and Denver, 255 miles to our west. We farmed outside the small Sheridan County community of Seguin.

For you younger readers a doodlebug was the common name for a self-propelled railroad car. Doodlebugs sometimes pulled an unpowered trailer car, but were sometimes used singly.

They were popular with some railroads during the first to middle part of the 20th century. Jitneys provided passenger and mail service on lightly used branch lines, often in rural areas with sparse populations.

By operating these two-car trains in northwestern Kansas, the Union Pacific didn't need to use conventional trains consisting of a locomotive and coaches. Several railroads, mostly small regional and local networks, provided their main passenger services through doodlebugs in a cost cutting effort. This also freed up the Union Pacific to use its locomotives for the transportation of wheat, milo, barley and livestock.

Our home was located a little more than a block north of the tracks and from the time I saw my first train I was fascinated by the sound, smoke and the sight of these hulking metal monsters. I couldn't wait to see them, hear them, count the cars and eventually ride on one of them.

Doodlebugs were considerably quieter than the steam locomotives that carried millions and millions of bush-

els of grain from the breadbasket of the world where I grew up to hungry mouths across the globe. These two-car trains were typically equipped with a gasoline-powered engine that turned a generator which provided electricity to traction motors, which turned the axles and wheels on the trucks.

The doodlebug that stopped in our little village, population 50 with dogs and cats, usually came mid-morning, about 10:15. Back in those days you could almost set your watch by its arrival.

And that's how my dad received his two daily papers on the same day. A half century later after the rail lines were torn up and steam engines were a distant memory my dad subscribed to the Salina Journal. One of his neighbors, Elmer Reitcheck, subscribed to the Hays Daily News. After they'd read their copies they'd swap.

The funny thing about this is that Dad and Elmer were now reading yesterday's papers. To be more exact, it often took two days to receive their daily papers. That's right. With all our technology, and lightning quick U.S. postal service required two days to deliver a paper 94 and 188 miles.

Talk about old news. You know the old saying, "That's a heck'eva way to run a railroad." Well, I can't remember how many times I heard my dad say, "bring back the railroads."

I guess, you could blame part of the demise of today's papers on transportation and the government, but then both take a beating daily anyway, so back to

the story of doodlebugs and those days of yesteryear.

I took one of my first train rides on a doodlebug. I also accompanied my dad to see our relatives in Denver by way of the Rock Island Rocket. That was nearly 60 years ago and the 250 mile trip on this streamliner took less than three hours. We literally flew across the plains traveling at speeds of 90 miles-per-hour in this red and silver rocket. It takes four hours to cover this same distance traveling on Interstate 70 today.

For my sixth birthday, I asked my parents for a train trip from Seguin to Oakley. It was a little under 50 miles by train and Mom and Dad drove part of the way beside my sister, Cathy, and me as we dawdled in the doodlebug on our way to Oakley. This slowpoke traveled half the speed of the Rocket - maybe less.

During part of the trip the engineer allowed me to put my hand on the huge silver, metal throttle and as I told my friends later, "I drove the doodlebug part of the way to Oakley."

Bet I couldn't get anywhere near a train throttle or computer-operated engine room today. standard operating procedure, rules and regulations being what they are.

Maybe I really didn't go on this train ride across the High Plains back in the mid '50s. Maybe this story is all a dream. Something I thought up to fill this column.

Don't count on. It was real. It was a birthday I'll always remember. Now those were the good old days.

And who knows maybe one day trains will once again play a vital role in transportation on both coasts. One thing is certain, they won't carry newspapers anymore.