

# \* Pavement needs to be replaced



MONDAY AFTERNOON, Paul Shields opened the tarp on his truck before he dumped a load of wheat at the Decatur Co-op. — Herald staff photo by Kimberly Davis

## \* Harvest starts with varied yields

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 tened some fields. Mr. Johnson said farmers have reported some insect damage but not enough to affect the overall crop.  
 The price is good and farmers seem optimistic, he said. Anytime you can sell wheat for over \$5, it is a good thing, said Mr. Johnson.  
 Dan Grafel, co-owner of D&S Grain in Traer, agreed. The price is good and it has been for a while, he said.  
 A few farmers in Traer started to cut on Saturday, Mr. Grafel said, but more expected to start Monday, with the elevator in full swing by afternoon. Test weights, said Mr. Grafel, have been all over, from 53 to 61 pounds per acre.  
 Yields vary widely, too, he said, with a range of 35 to 60 bushels per acre. The range, said Mr. Grafel, is due to different varieties of seed, diseases like leaf rust, some insect damage and the hail, which didn't help at all.

In the Traer area, he said, damage to the crop was from the weather, either the freeze, too much rain or not enough rain, and the rust has been bad for the last few years.  
 Farmers in the northwest area are only about 1 to 2 percent done cutting, said Mr. Grafel.  
 There just isn't a lot moving in the country yet, said Janice O'Hare, at Hansen-Mueller Grain in Oberlin. People are just getting started, but so far they are happy with the yields.  
 Test weights, she said, have been an average of 60 pounds.  
 So far, said Mrs. O'Hare, the firm has taken into 20,000 bushels at the elevators in Oberlin and Cedar Bluffs combined.  
 She said she hasn't heard of any hail damage. Although there was leaf rust in the area, it would normally give farmers a lower test weight and they haven't seen that.  
 The moisture has been really good, she said, with an average of 12.1 percent.

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 off the top to take care of the bumps, he added, the city will be getting rid of the best asphalt.  
 How old are the concrete streets? asked Mrs. Lohofener. The ones by the ball fields were probably put in the early 1980s, said City Administrator Gary Shike.  
 The brick streets were put in the 1920s and have held up well, said Mayor Stanley.  
 How expensive is it to replace brick streets? asked Mr. Shike. More expensive than concrete, said Mr. DeBoer, but he didn't know for sure.  
 The city has gotten about 50 years out of the asphalt streets, said Mr. Shike. Mr. DeBoer said he normally tells people that kind last about 20 years.  
 Every time a seal is put on the asphalt, he noted, the streets gain about half an inch, and with the city seal-

## Coin toss decides winner

A coin toss determined the winner of the annual Harvest Countdown contest when a Selden man and an Oberlin woman both guessed the same time and day that the first load of wheat would come in.  
 Rose Riffle said the first load would come in on Thursday, June 21, at 10 a.m. Joe Brockelman of Selden said the same thing. With a coin toss, Mrs. Riffle took first, winning \$50 in scrip money and Mr. Brockelman took second, winning \$35.  
 Third place and \$15 went to Janice Ganje of Oberlin, who said the first load would also come in on Thursday at 10:27 a.m.  
 The first load actually came in at 9:15 a.m. on Thursday from Tom Basgall of Herndon. He delivered the wheat to the Decatur Co-op elevator in Herndon with moisture at 13.2 percent and weight of 60 pounds per bushel.  
 Mr. Basgall said he actually cut the wheat last Wednesday.  
 Sponsors of the contest included Decatur County Title and Abstract Co., Stanley Hardware, Addleman Drug Store, Raye's Grocery, the Dresser, Gold Home Planning Center, Farm Credit of Western Kansas, Norcat Grain, Pizza Hut, Hi-Plains Co-op, Hansen-Mueller, Fredrickson Insurance Agency, Decatur County Implement, Hirsch and Pratt LLC, Southwest Implement, Ward Drug Store, the Landmark Inn, Decatur Co-op, KFNF Radio and *The Oberlin Herald*.

## \* Office in Dresden will close

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 There are larger offices in that 30 miles, said Mr. Gawith, and they won't help. Maybe the service needs more employees. There are people who would take that job if someone wanted to come to Dresden, he said.  
 Staffing, said Mr. Taylor, is based on revenue, which is down. With changes in technology, the service needs fewer people. It used to be that someone had to sort the mail by hand and now most is done by machines.  
 Will the building be left and the post office boxes not used? asked Rep. Faber. Yes, said Mr. Taylor. After the last Friday of the month, the boxes will no longer be used and the postal service will let the landlord know they are breaking the lease.  
 There are towns, said Rep. Faber, that although the office closes, people can still use the boxes if they want to.  
 The problem with that is vandalism, said Mr. Swan.  
 "Who will clean the building?" he asked, pointing out that there is no sheriff's deputy or police officer in town to keep an eye on it.  
 Mr. Taylor said he doesn't know of any office like that in his area. The service could put a cluster boxes in front of the building, he said, but delivery to the houses is really a benefit to the customers.  
 During bad weather, said Mr. Taylor, customers won't have to come to town, they can just get the mail out of their own box. Packages can be delivered to a box as well, he said.  
 The service does offer the brass fronts of the old post office boxes to people, Mr. Taylor said. Those

fronts, said Mr. Taylor, will be taken to the Jennings Post Office and sold for about \$5. The person who had the box number will have first call on that box door, he said.  
 Helen Derby, who said she owns the building, said Mr. Taylor mentioned it is only 6 1/2 miles to Jennings. She said she lives in the country and it is 22 miles for her and for some customers, it is 30.  
 Some of us, said Mr. Sowers, live on the other side of U.S. 83 and would like our mail transferred to the Selden Post Office instead of the one in Jennings. He said he has a neighbor who switched from the Dresden office to Oberlin because it was closer for him.  
 Mr. Taylor said he didn't know anything about that and wouldn't have approved the switch. He said he would look at switching those people to Selden in the next 10 days. Mr. Sowers said that was what he was told 10 years ago.  
 "The postman stops in Selden and then in Dresden?" asked Paulie Neff, "so why can't the just leave our mail in Selden?"  
 Mr. Taylor asked all of those who live on the other side of U.S. 83 and want their mail switched to Selden to leave their names with him.  
 Can people set up a handicap box in the yard so they don't have to walk out to the road? asked Mr. Gawith. If there is an issue and people can't get to the road, said Mr. Taylor, the service will try to work with the customer.  
 How much will the service save by closing the Dresden post office? asked Sen. Ostmeyer. For the last three years, said Mr. Taylor, the office has cost roughly \$20,000 a year

with income only around \$7,000.  
 It seems like in government, when times are tough, instead of providing a service, said Sen. Ostmeyer, it gets pushed off on the people. When the post office here closes, he said, people will have to drive to Jennings or Selden to do business. They might have lunch in those towns or buy fuel, which hurts the economy here.  
 Besides, he said, the service will have to pay a carrier and mileage, too. He said he doesn't want to see the service spend more money to shut the office down, than keeping it open.  
 By law, said Mr. Swan, the postal service can't shut an office down to save money.  
 Are the addresses going to stay the same? asked Helen Muirhead. The zip code for the mail will stay the same, said Mr. Taylor, and so will the mailing addresses.  
 Good communication with the carrier will be a key for customers, he said. The carrier can sell you stamps or pick up packages to mail. If someone leaves a package for the carrier with enough money, he will mail it. He will then bring change and a receipt back to the customer the next day.  
 Gail Brandyberry, Jennings postmaster, said they have the website USPS.com and people can let her know through it if they will have a package the next day.  
 The group asked when the 30-day appeal period would start. Mr. Taylor said it will be posted in the offices at Jennings and Selden. The Postal Service doesn't have to publish the time period in the newspaper, he said.

## Council Roundup

At a meeting last Thursday, the Oberlin City Council:  
 • Talked briefly about a recent trip to Kansas City to talk with officials at the Federal Aviation Administration about the runway expansion project. Story on Page 3A.  
 • Talked with an engineer about repairing the streets in the city, finding out that the city would have to mill off the pavement and dig out the old gravel streets and replace the asphalt or put down concrete. Story on Page 1A.

• Talked a little about buying the old McCorkle property on Hall Street, but didn't make any decisions. Story on Page 2A.  
 • Received a request from board members and a parent with Creative Movements Gymnastics to use The Gateway for classes, but didn't give an answer. Story on Page 3A.  
 • Approved putting three strands of barbed wire around on top of the fence at the new waste-water treatment plant to help keep deer out. Story on Page 5A.

...tive.  
 The city is close to the debt limit allowed, said Mr. Shike, so the money can't be borrowed. The city owes money on The Gateway, which was a bond issue to build it, improvements at the former youth ranch and a street project. Mr. Shike said they combined all three debts into one when interest rates were lower.  
 In Goodland, said Mr. DeBoer, they increased the sales tax to help pay for street repairs. That might work if there were more dealerships, an irrigation place or other businesses like those, said Councilman Jay Anderson.  
 "If we don't ever get started, nothing will ever get done," said Councilman Ward.  
 The council decided to talk about the fund during 2008 budget workshops in July.

ing streets every three years, the pavement keeps rising.  
 Does the city have money to replace streets? asked Ms. May.  
 The city can set up a street fund which would go to replacements,

replied Councilman Ray Ward.  
 Cities in Kansas, said Mr. DeBoer, have received up to \$400,000 in state-federal Community Development Block Grants for streets, but the process is getting more competi-

### Summer Savings

<p><b>1996 Chevrolet Corvette</b> 43,000 Miles <b>\$18,995</b></p>	<p><b>'05 Pontiac Bonneville</b> 12,000 Miles, Local Owner <b>\$17,995</b></p>
<p><b>'01 Chrysler PT Cruiser Limited</b> <b>\$5,995</b></p>	<p><b>'97 Lincoln Continental</b> Clean Local Trade <b>\$5,995</b></p>
<p><b>'05 Hyundai Sonata GLS</b> 28,000 Miles, V6, AT, Loaded <b>\$13,995</b></p>	<p><b>'06 Cadillac DTS</b> NorthStar, V8, Local Trade <b>\$29,995</b></p>
<p><b>'04 Buick Park Avenue Ult</b> 28,000 Miles, Pearl White <b>\$19,995</b></p>	<p><b>'03 Buick Park Avenue</b> 43,000 Miles Super Clean <b>\$15,995</b></p>
<p><b>'02 Buick LeSabre Limited</b> 45,000 Local One Owner <b>\$12,995</b></p>	<p><b>'06 Pontiac G6 GTP</b> Heated leather seats, moon roof <b>\$16,995</b></p>
<p><b>'96 Chevrolet G30 Sport Van</b> 15 Passenger, V8, AT, <b>\$4,995</b></p>	<p><b>'07 Pontiac Grand Prix GT</b> Leather, XM-radio, <b>\$5,969 OFF LIST</b></p>
<p><b>'05 Chevrolet Tahoe LS</b> 24,000 Miles <b>\$24,995</b></p>	<p><b>'04 Jeep Grand Cherokee Larado</b> <b>\$16,995</b></p>
<p><b>'00 Chevrolet Tahoe LT</b> Clean Local Trade <b>\$12,995</b></p>	<p><b>'04 Chevrolet 2500 HD Crew</b> 4x4 <b>\$23,995</b></p>
<p><b>'07 Chevrolet Colorado 4x2</b> 4 Cyl., AT, A/C, T/C Only 500 <b>\$14,995</b></p>	<p><b>'07 Chevrolet Colorado Crew 4x4</b> Only 10,000 <b>\$23,995</b></p>
<p><b>'00 Chevrolet 1500 Ex. Cab</b> 4x2, 54,000 Miles, V8, AT, <b>\$13,995</b></p>	<p><b>'04 Chevrolet 1500 Ex. Cab</b> 4x4 V8, AT, Loaded <b>\$19,995</b></p>

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