

IS THIS SCENE NECESSARY?

An Editorial



The above scene is a recent picture that we took East on Route 17 just outside of Andover between the road junction of Rochambeau Ave., Extension and the "overhead"—but was it necessary?

Henry Allen of Wellsville is being loaded into the ambulance that is stopped near his car where it came to rest after being hit almost head-on by the car in the foreground—but why?

Mr. Allen died just a few days afterwards from the injuries sustained in this collision.

This is just a few feet away from the spot where his daughter, Miss Dolores K. Allen, was killed the last week in January, 1963, on her way to work in Almond where she had been employed for several years.

This same approach to the "overhead", when driving East between the top of the hill and the bridge, has been the scene of so many accidents over the past few years that it would be too numerous to mention.

Some of these accidents may have been due to poor judgement on the drivers part—either from drinking—or driving too fast—but in all of the reports that read: the driver lost control of his car going around this curve—the obvious question is—WHY?

It is plain to see that they lost control of their cars or they wouldn't have been in an accident, but when the drivers of some of the cars become involved in a collision with another car—what about the other driver and passengers? They aren't to blame at all—except being in the wrong spot at the wrong time.

Some of the accident victims were tourists or strangers to this particular stretch of road and so they were "driving too fast for conditions". But have they had adequate warning that such a dangerous spot exist? In some places in N. Y., as well as other States, a big sign will be placed far enough away from a dangerous spot to warn the unwary motorist of what lies ahead. Why can't that be done here?

Putting up a big warning sign would undoubtedly help a lot—but this wouldn't cure what appears to be the underlying cause of at least some of these accidents, since many local residents have been involved in accidents or else have had a mishap of some kind or other at this spot over the last few years.

Could it be poor road engineering? We don't profess to be an expert on this subject, but it would seem to us that some of the State Traffic Safety Experts could come up with a cure if they could only be made aware of what a dangerous spot this happens to be.

We do know that this big sweeping curve and approach to the bridge seems to be banked wrong as well as proves deceptive to the eye as far as the degree of the curve is concerned—but this is just our opinion! What is Yours?

Can't something be done to put an end to this needless loss of life, and damage to property—not counting the untold anguish and suffering of the victims of these accidents—as well as their families and loved ones?



50 YEARS AGO

Sept. 4, 1914
J. H. Backus, Publisher
Sanford Mead, 79, died Sunday in the St. James Mercy Hospital. Surviving are his wife, a son and a daughter.
Mrs. Margaret Donaldson, 83, died at her home on Greenwood Hill August 25th. Five sons and a daughter survive.
Miss Lottie Walden of Andover and Floyd Kimin of Elmira were married Sunday afternoon.
Mrs. Lee Trowbridge is passing a month with relatives in Detroit, Michigan.
Misses Pearl Potter and Angie Davis returned Tuesday from Lily Dale, where they have been vacationing.
R. Hardy and John Howe attended the 49th Annual Reunion of the First New York Dragoons at Portage.
William Laurterborn has been appointed one of the empire's in the Inter-State League.
Harold Hardy left Andover today to continue his studies at the Michigan Agricultural College at Lansing, Mich.

40 YEARS AGO

Aug. 22, 1924
J. H. Backus & Son, Publishers
Patrick Clancy, 92, died Friday at his home on Greenwood Hill. His wife and a son survive.
Mr. and Mrs. Lynn Langworthy of Alfred Station are the parents of a son, born August 9th.
Mr. and Mrs. William Childs were called to Canisteo Wednesday by the death of a nephew, Kenneth Burdick.
Miss Marion Rogers went to Rochester Wednesday to enter a business college.
Mr. and Mrs. Ernest Cochrane of Dowagiac, Mich., are visiting Andover relatives and friends.
Mr. and Mrs. Wm. Bines, Mrs. Martha Bloss and Mrs. Mabel Rogers attended the funeral of their aunt, Mrs. Betsey Kingsburg at Cuba Sunday.
Mr. and Mrs. Arling Baker and Mr. and Mrs. James P. Cannon attended the "Old Home" Picnic at North Bingham Saturday.
E. C. Langworthy and Jesse Hunt returned Monday from a successful week's fishing trip in the Adirondacks.
Ames Rogers and J. Harvey Backus are attending Grand Lodge I.O.O.F. in New York City this week.

30 YEARS AGO

Aug. 17, 1934
J. H. Backus & Son, Publishers
Rev. F. H. Bisbee, 65, former pastor of the Andover Presbyterian Church, died Monday in the Penn Yan Hospital. His wife, a son and a daughter survive.
Mr. and Mrs. Carlisle Myers and Mr. and Mrs. Harold Emery took in the Century On Parade Exposition in Rochester over the week-end.
Mr. and Mrs. Roy Parker and Donald Lynch left Thursday for Spruce Pine, N. C., to visit Mr. and Mrs. John Boyd.
Mr. and Mrs. Ernest Clark and Mr. and Mrs. Paul McCormick are attending the Century of Progress Exposition in Chicago this week.
Prof. and Mrs. Leon Cook and daughter, Betty of Raleigh, N. C., are greeting Andover friends.
Prin. O. H. Simpson and family of Dalton were week-end guests of Mr. and Mrs. Harry Smith.
Mr. and Mrs. W. J. Alderson visited his sister and husband, Mr. and Mrs. Justin Wells and her mother, Mrs. Catherine Skaehill at Friendship Sunday.

From our day of birth until our death we seek security.

About the time you catch up with the Jones', they refinance.

Sell that article through the Classified Section.

"Red's" Racetrack Rambles

At Angelica Raceway Friday night—Cliff Norton took the wheel of the No. 33 usually campaigned by Dick Flaig and marched into an early lead and showed the pack the way home in the Modern Stock Feature, with high point driver Pete Tingue right tight behind him for the entire event. Norton used the outside route all the way while Tingue made bid after bid to pass on the inside of the second or fourth turn. Tingue was unable to move far out of his groove, as he had Ron Baker right behind him and ready to take over the runner-up spot at a second's notice. Eddie Anehor was roaring right in Baker's rear window to make it a four car battle for the entire race. Irv Hall came on for fifth. The race was restarted after Rich Wrobel, Dean Hewitt, and Pete Tingue collided on the inside of second turn, on the opening lap.

Twenty-five cars answered the call for the claimer feature and surprised the crowd by all of them completing the first lap. Eddie Fay of Belmont took the opening lead and ran away from the field as the rest of them fought it out for position. On the ninth lap Fay disappeared and Bob Williams inherited the lead. His moment of glory was short, however, as he spun going into the first turn and Don Jetter took the top spot. Jetter then fought a defensive battle to protect his lead, while Dutch Strang, Bob Laird and Herb Layfield tried to take it away. As the checkered flag came out, it was Jetter first and Strang second, as Bill Tingue barely nosed out Bob Laird for third. Laird took the fourth spot, with Herb Layfield, fifth.

Newcomer Lenny Stone, waged a hot duel in the second claimer heat as he barely nosed out Bill Tingue and Dutch Strang. Corky Hewitt and Irv Hall battled it out in the first late Modern Semi in a nose to tail battle with Hall finally winning out after Corky nearly spun out in the fourth turn in the final lap.

Next week's show will be Championship Night with a fifty lap feature for the Modern Stocks and a thirty-five lap claimer car feature.

The following week, September 11 will be Dean Layfield Memorial Night when the boys run for 100-Laps for an increased purse and a beautiful trophy.

The Claimer Cars will also present a racing card for a trophy. Sept. 11th The 100-Lap Memorial Race will close the 1964 Season.

At the Olean Speedway Saturday night, after being rained out last week, the weatherman really out did himself by having a beautiful, warm evening so that the fans thoroughly enjoyed the evening's spectacular races.

In the Modern Feature, Jim Hakes, piloting No. 203 (which Don Wood normally drives) skillfully maneuvered his way to a victory over "Little Joe" Tomes, No. 13.

Little Joe took the lead on about the third lap with Hakes battling valiantly to pass him. This "Battle Royal" continued for 17 laps. On the 20th lap, Hakes clipped Little Joe and drove on by when Joe temporarily lost control; however, within three laps Joe was back "knocking on the door" and made a desperate attempt to pass Hakes on the No. 4 turn only to slide broadside into him resulting in Hakes pulling on-out ahead on the 22nd lap. On the 24th lap, Little Joe again caught up with Hakes, and in an all-out effort, pulled abreast of him. Pushing as hard as they were, however, both cars skidded broadside into each other on the home-stretch, losing control temporarily, with Hakes picking up enough of a lead to cross the finish line with Little Joe still in hot pursuit and Bill Bigley, No. 51, practically on Joe's bumper.

Of the 26 cars that started the feature, the competition was so keen that only 14 were able to take the checker.

In one of the Modern Heats, Dick Anderson, came back after a couple of weeks absence, in his '61 Chevy, only to succumb again to the hard luck which has been

plaguing him all Season, when he plowed into Howard Barton's No. 71, washing out Dick's front end.

Another caught in the run of hard luck in the Moderns was Willis Dietz, No. 92, one of Olean Speedway's most promising up and coming drivers, who blew his engine in this heat. Merv Treichler, No. 58, also blew the engine of his '61 Studebaker.

Tiny Timme, No. 80X, wheeled and skidded his way through the 24

Sportsmen to cop the checker for his division's 25-lap feature. Tiny certainly had his hands full while out-dueling Bob Gerspacker, No. 68, of Hamburg, for nearly 22 laps. As Bob and Tiny were coming off the 4th turn on the 25th lap, Tiny went to the outside and Bob to the inside as they straddled one of the lapped cars to subsequently take the checker only inches apart. Directly behind these two closely matched leaders were Darryl Roat, No. 7X, and Buck Best, No. 204 from Cuba and Bolivar respectively, and again the Sportsmen division was packed with action showing the fans plenty of spin-outs, crashes, smashes and pile-ups. One of the most spectacular events of the night was when Howie Slocum lost a tire in the last lap of his heat; he had acquired enough lead however, in order to cross the wire the winner on three wheels. Then in his Sportsmen feature, he caught fire on the backstretch. Due to Speedway Safety Rules, though, Howie had a fire extinguisher in his car with which he was able to extinguish the fire himself thereby avoiding the necessity of stopping the race.

With the officials "cracking the whip" in the pits, the cars were all lined up and out on the track by the time the winner of the previous race finished his victory lap.

With the pit operation running like clockwork, the full and exciting racing card was run off in record time with all nine races being completed by 11:00 p. m.

Next week-end, Olean Speedway will supplement its regular Saturday night's racing program with a special Labor Day Show. Commencing at 2:30 p. m., Monday afternoon, September 7th, Olean Speedway presents a special program highlighted by a 100-lap Modern Division Labor Day Special Feature.

For a brief re-cap of the evening's racing results: In the Sportsmen Class—Dutch Strang, No. 14, won the 1st heat; Floyd Green, No. 56B, took the 2nd heat; Don Weaver, No. 27, captured the 3rd heat; with Howie Slocum, No. 4X, back with a new car to take the honors in the "Consy"; and in the Feature—Tiny Timme, No. 80X, came in 1st; Bob Gerspacker, No. 65, 2nd; Darryl Roat, No. 7X, 3rd; Buck Best, No. 204, 4th; Dutch Strang, No. 14, 5th; and Don Weaver, No. 27, 6th.

In the Moderns—Phil Mott, No. Circle 5, took the 1st heat; Bill Bigley, No. 51, won the 2nd heat; Jim Hakes, driving No. 203, took the 3rd heat and came right back to win out in the feature.

Saturday, August 29, marked a wild night of racing at Sportsman's Raceway in Oriskany as many accidents occurred and several restarts needed.

As the Novice Stock Feature got under way Tom Cornish rolled his car over three times. Fortunately, Tom escaped injury, but was unable to compete further in the racing program. A seven car pile-up occurred on the No. 4 turn with only five laps remaining in the race. This accident called for the fourth restart in this particular race. Bob Hancock of Ulster gained an early lead and held it steady to win the race. Fred McCaslin of Mills, Pa., came in 2nd and Bob Williams, Woodhull, third.

In the B-Modified feature Neil Dobson of Painted Post swept to an early lead with Bill Layfield, Allentown, running second. However, in the 10 lap Layfield hit a light pole and was forced to discontinue racing. Second position then went to Gabe Hanes of Galeton, Pa. Lyle Cornelius of Wellsville, finished third.

Ray Kent, Elkland, and Art Tomak, Ulysses, lead the race for 21 laps when suddenly Art ran into trouble on the No. 4 turn. This unfortunate mishap took Art

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