

LET'S GET RID OF THE "DEAD-WOOD"!

An Editorial

Yesterday afternoon, part of the Rochambeau Ave. area was without electric power for around an hour and a half — while in the rest of the Village, the electricity was shut off for just about an hour.

From outward appearances, public reaction ranged all the way from slightly annoyed and curious — to disgusted and furious.

Why or how, you might ask, could such a trivial little incident possibly cause any such wide spread in emotions as this?

First, let's take a look at what happened. The wind had been blowing with rather sudden gusts most of the afternoon as if a storm was in the offing — although we had no accompanying hard showers or rain in the immediate area. Then, around 3:45 P. M., a large branch from a dead tree along the East Valley Creek next to the Village sidewalk on Rochambeau Ave., and practically across from the Town Hall, came crashing down to the ground breaking off two of the three wires carrying 2,400 volts in that particular circuit.

As one of these hot wires broke, it hit a supporting wire for a TV Cable, practically burning it in two — before apparently blowing a fuse cut-off in the line down near the Steuben Silk Mills. The other broken high tension line fell to the ground and lay sputtering there when Village Crew Members arrived at the scene.

As we drove by around 4:10, the broken branch was pretty well picked up, and around 5 minutes later the electricity was shut off down at the Village Sub-Station so that repairs could be made to the broken lines. (This was at exactly 4:15 according to the clock in front of the Citizens Bank — as it stopped at this time.)

Now, to a housewife that was starting to prepare the family evening meal on her electric range — this was rather inconvenient; but her first reaction and question was: "how long will the current be off"?

However, to a businessman, a power interruption could cause him a loss of several productive man-hours — but most important of all, a sudden cut-off of electric power could cause a great deal of damage to his equipment — or expensive electric motors. (For example the linotype machine at the News Office was just in the process of casting a slug when the power was shut off. When the electricity came back on, the machine became jammed — which took over an hour to get things running again — with no way of knowing what damage may have been done that might show up in the near future.)

Naturally, when something happens that is due to climatic or weather conditions — this can be classified as an "act of God" — with no one to blame or responsible for what happens.

But, by the same token, if corrective action could have been taken before hand — this is another story! On whose back — should the "monkey be put on"?

In this particular instance — IF — this dead tree had been removed a couple of years ago when the creek bank was washed out and then subsequently filled back in again, obviously — there wouldn't have been any dead branches to fall down to break any electric wires or endanger the safety of anyone walking along the sidewalk!

After all, it doesn't take a "Tree Surgeon" with a stethoscope or mirror to determine that a tree is dead! Most of us know that if a tree doesn't have any leaves on it for over a year — it must be dead. Then too, when any inherent danger to the Public — such as this — is reported by an interested citizen, an answer something like: "it'll be taken care of when we get around to it" — just doesn't do too much for Public Relations!

We believe that "an ounce of prevention is worth a pound of cure" instead of following the theme of "don't do today — what you can put off until tomorrow"!

While it's true that "only God can make a tree" — most anyone, given the necessary tools and orders, can cut one down in a short time. So-o-, Let's get rid of this dead wood before it comes down on someone's head!



50 YEARS AGO

Sept. 10, 1915

J. H. Backus, Publisher

Edward J. Kinney is taking a vacation from his duties as rural mail carrier. Victor Stearns is substituting.

Jefferson Brewster has purchased the residence of Jerry Updyke occupied by Guy Harder on Harmon Street.

While working in his barn Saturday, Ray Mead fell through the scaffolding on to the barn floor, suffering a compound fracture of his left elbow.

Miss Minnie Mead and Lewis C. Montgomery were united in marriage Monday, September 6th at the home of Mr. and Mrs. B. Vaughn of Hornell.

School open in Elm Valley Tuesday with Miss Katherine Folsing as the teacher.

Miss Lenora Dean of South Hill went to Wellsville Monday, where she will take up Teachers' Training this coming year.

The Misses Nora and Chestina McAndrew opened their respective schools on Pingrey Hill and Greenwood Hill Tuesday.

Mr. and Mrs. J. E. Cannon and Mr. and Mrs. J. S. Phillips of Hornell started last night for a thirty day visit to Pan-American Exposition at San Francisco, Calif.

Miss Elizabeth Bassett returned to Morristown, N. J., Sunday night where she will teach again this year.

40 YEARS AGO

Sept. 11, 1925

J. H. Backus & Son, Publishers

About eighty guests were entertained at the home of Mr. and Mrs. Henry Stephens on Dyke St., Saturday evening Sept. 5th in honor of Mr. and Mrs. Stephens' 50th wedding anniversary. Their daughters, Mrs. Florence Earley and Mrs. Mae Parker assisted.

The rural schools in this vicinity have opened for the Fall Term with the following teachers in charge: Lane District, Miss Emma Folsing; Pingrey Hill, Miss Doris Baker; East Valley, Mrs. Brown Lewis; Railroad Valley, Miss Liola Henderson; Davis Hill, Miss Genevieve Clark; Cobb District, Miss Connors; Elm Valley, Miss Mary Smith; Pixley Hill, Miss Florence Edwards; Shovel Hollow, Miss Doris Eddy; Mullen District, Miss Gertrude Flynn.

Miss Monica Padden left for Rochester Sunday and will teach in Webster this coming year.

The Potato Market opened Monday at a \$1.00 a bushel, continuing at that price until Thursday when they dropped to 90c.

Mrs. T. K. Regan, A. L. Bloss and Porter Richardson are in New York City representing the local Legion Post and Auxiliary at the State Convention in session there this week.

Miss Marguerite Dougherty was a week-end guest of her sister Mrs. H. Griswald of Hornell.

Mrs. E. S. Horan was called to Scranton, Pa., Monday by the illness of her sister, Miss Mary Forhan.

30 YEARS AGO

Sept. 13, 1935

J. H. Backus & Son, Publishers

LeRoy E. Jordan, 73, died Saturday, September 7th. His wife, a daughter, a son and three brothers survive. Burial was in Valley Brook Cemetery.

Mr. and Mrs. Patrick Casey are the parents of a son, born Sunday, September 1st.

School is closed this week in Independence while Mrs. Greene is on a trip to Alabama.

Miss Barbara Bassett of Independence received first prize in

"Red's" Racetrack Rambles

Weatherman unkind to Racing Fans

Old Jupiter E. Pluvius batted a whopping 750% over the weekend as far as the race tracks in this area was concerned.

Thursday night the races were rained off at Bradford Speedway with their Seasons' Championship in the Modern Division being postponed until this Thursday evening at 8:00 P. M.

Friday night the Season's Championship races were rained off at the Hornell Raceway — and are re-scheduled for this Friday night.

At Woodhull Sunday afternoon their Modern Championship race was postponed until this coming Sunday as well as the open invitational races at Bradford Sunday afternoon.

The only place that the weatherman actually smiled a little on — was at the Sportsman's Raceway at Ullyses (or Mills, whichever you want to call it).

Here, the Racing Fans were treated to as good, if not better races on Saturday night — than any time this season.

The Sportsman Feature proved to be a high speed endurance test which saw both of the Layfield Brothers, Herby and Bill, forced from the race due to mechanical failure.

Herby jumped out to an early lead and really poured "the fog to it" for many laps, closely followed by Larry Swander, No. 99, and Bill Layfield, in No. 54. Around half-way thru the race, Bill lost his right front wheel which went bouncing out thru the pits, lost control of the car on the No. 1 turn, and rammed the wire fence at the entrance to the pits. Luckily the fence stopped the car, for in talking with Bill afterwards, he told us that his brakes went out when the wheel came off and that if he hadn't hit the fence — he probably would have gone into the pits and hit a car before he could get stopped.

A few laps after this happened, bad luck caught up with Herby as he slid into the big mound of dirt around the light pole on the No. 4 turn which bent his front wheels.

forcing him to pull into the infield after rounding the No. 2 turn.

This left Larry Swander, No. 99 in first place with Eddy Fay, No. 15X, closing in on him fast until one of the cars rolled over on the back stretch — bringing the race to a halt, until the car could be removed from the track. (According to our memory this was No. 6 — the same car that rolled over at Woodhull several weeks before — but we could be mistaken).

After the re-start which saw Eddie Fay start out in the No. 2 slot behind Larry Swander, a terrific duel emerged between these two with Eddie finally passing Larry — only to get passed right back before the lap was completed. However, Eddie managed to get past again with only a few laps to go — with Larry following him across the finish line at the end of the race.

In the Modern Feature, Bill Layfield had his No. 121 running in good shape so that he jumped out to an early lead and was never headed. Thus the real battle that shaped up was between, Floyd

her 4-H Dress at the State Fair.

Miss M. Elizabeth Cannon began her work Monday as instructor of dramatics and English in the high school at Southhampton, L. I.

Mrs. Rath Mingus left Sunday for her work at Bellevue Hospital in New York City after a month's vacation with her mother, Mrs. Myrtle Mingus.

Miss Aileen Walsh and Miss Mary Monica Lynch left Saturday for Fredonia Normal where Miss Walsh is a senior and Miss Lynch a sophomore.

Mr. and Mrs. Robert Church, son Conrad and Mr. and Mrs. Earle Greene left Friday by motor for Alabama, where Conrad will enter a law school.

Green, No. 7, Basil Schutt, No. 13, and Warren Kinney, No. 16. Floyd took over the No. 2 slot and was crowding Bill for a while until he had to ease off in the last part of the race when his left front tire went soft — and was practically flat by the time the race ended. This left Basil in the No. 3 slot with Warren right on his rear bumper with the boys keeping their positions until, with just a few laps to go, Basil spun out partially on the No. 4 turn — and Warren was able to drive by and stay ahead.

For a re-cap of the races: In the Sportsman Class — Frank Starkweather, No. 15 took the 1st heat; Bill Layfield, No. 54, the 2nd; and Eddie Fay, No. 15X, the "Consy" and 1st place in the Feature; with Larry Swander, No. 99; 2nd; Phil Pipe, No. 1 1/2, 3rd; Dick Bunn, No. 69, 4th; and Dick Seaman, No. 22, 5th.

In the Modern Class — Lyle Correllius, No. 64, took the 1st heat; Floyd Green, No. 7, the 2nd; and Bob Williams, No. 52 the "Consy". In the Feature, Bill Layfield, No. 121, was first; Floyd Green, No. 7, 2nd; Warren Kinney, No. 16, 3rd; Basil Schutt, No. 13, 4th; and Bob Williams, No. 52, 5th.

Labor Day, we took a Postman's Holiday and drove over to Warren, Pa., to see — the races of course, at the Warren Speedway which had its Grand Opening that afternoon.

The trip over there only took us around 2 hours via the short cuts and back roads — although we did have a nice drive down thru the Kinzua Dam Project, with the newly located road completed and in fine shape.

It then took us the next hour, crawling along at a snails pace to get the last half mile into the Raceway Parking Lot — but then, so did hundreds of other cars.

The new half-mile clay (?) track is laid out beautifully, with the new type of fence around it and very nice grandstand seating facilities.

However, the only draw-back to the entire racing program — was that the wind was blowing from the wrong direction — and blew the dust directly across the track into the spectators.

In fact, at times it was so dusty that only the two lead cars could see where they were going down both straight-aways, with the rest of the cars following along at a slower pace — driving blind.

The races, what you could see of them, were really terrific with most of the Top Stars in the Modern Class from Stateline, Eriez, and other Speedways competing as well as Ray Jordan and Zon Davison from our local area.

One of the highlights of the Modern Feature was when Tom Dill, No. 51, lost his right front wheel assembly in the No. 3 turn and rolled over directly in front of where yours truly was able to snap a beautiful shot. His car had no sooner stopped rolling and came to rest back on its wheels, when Jimmy Polara, driving No. 5, came to a sudden stop, rushed over to the smashed car, and pulled Dill from the wreck — seconds before the engine burst into flames. Later on in the afternoon, we heard that Dill only suffered some cut fingers and brush burns from his wild ride.

The Feature was a slam-bang affair, with Johnny Ditch, No. U-2 banging his way past Jim Scott, No. 8, and some of the other top-notch drivers to pick up the "Checker" — and his share of the big purse.

In the Super-Sportsman Class — Ronnie Blackmer, No. 4 Jr., took top honors in a race that was stopped several times and re-started after accidents that occurred on the No. 1 and No. 2 turns — which were at the opposite end of the track from where we were situated, and thus didn't see the details.

If you are a truly dedicated racing fan, and not averse to eating plenty of dust — you would probably have enjoyed the afternoon's racing program. However, if you object to having dust a quarter of an inch thick on your car or yourself, chances are you would say "never again"!

At any rate, we were told by one of the other photographers that the track owner had run other tracks before and that he would undoubtedly have the dust problem corrected within just a short time — and to that we fervently say "we hope so — and amen"!



THE ANDOVER NEWS

Published Weekly by THE NEWS PRINTING HOUSE

Jeanne Backus Allen and Ralph A. Allen, Owners

Entered as Second Class Mail Matter at the Post Office at Andover N. Y., under the Act of Congress, March 3, 1879.

Subscription Price \$3.50 a year