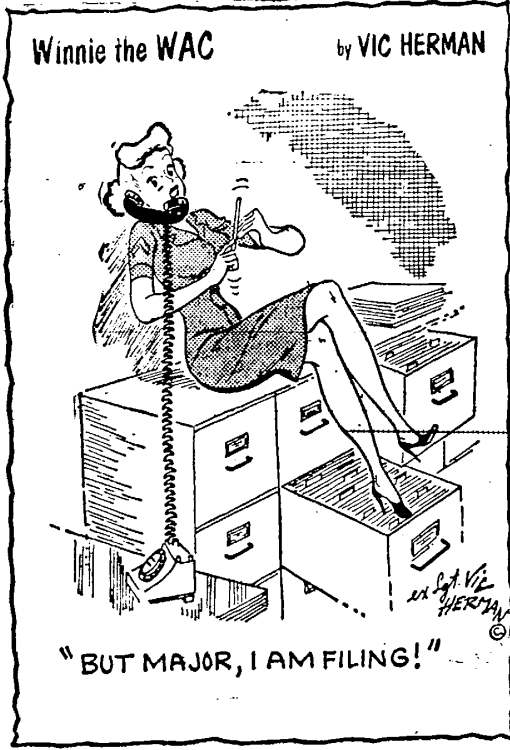


ARE YOU WORKING AT FARM SAFETY?
An Editorial



Are you working — at Farm Safety? And does everyone around you know it?

How many times since this spring have we read the headlines: "Farmer Killed When Tractor Rolls Over" or "Farm Youth Killed In Tractor Mishap"? We have noticed some similar type of headline like these several times so far this summer — and in local area newspapers at that! Then too, we have also noticed something like this: "Farm Youth Loses Arm In Thresher" — (or some other type of farm machinery).

The period of July 24 - 30 has been designated as "National Farm Safety Week" which also coincides with "Rural Safety Week".

The goal of both of these programs is to reduce the number of Farm Accidents and rural mishaps, including those on the highway, from water sports, and also hunting accidents.

According to the New York State Rural Safety Council: "The overwhelming majority of rural accidents are avoidable. There is just one reason for their frequency — carelessness".

The Council points out that: "Farm people can do much to reduce the majority of farm casualties by either removing hazards — or keeping alert at all times".

It is a shocking fact — that in this State — the fatalities resulting from accidents on farms, are exceeded only by the construction industry among occupational groups. The top killers listed on our farms are: machinery, drowning, firearms, electricity, falls, animals burns, and lightning, according to the Rural Safety Council.

While it is true that Three-Quarters of the farm families in New York are accident free — the sorrow and pain suffered by the remaining One-Quarter — can be decreased materially by simple precautions and alertness.

Farm machinery has reduced enormously the burden of labor in the production of our food — but it must be handled with caution and skill if the toll of human lives is to be lowered.

In many instances, the young men of today have very little fear of machinery — and lacking the experience and judgement of adults — do not exercise the same amount of caution. When caution is disregarded — carelessness enters in, which in turn, is followed by accidents in too many cases.

Let's all help to install the word caution in these young men's lives so that they can truly live to be the "Future Farmers of America"!

THE ANDOVER NEWS

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50 YEARS AGO

July 17, 1916

J. H. Backus, Publisher

Miss Ellen J. Lynch and Joseph P. Lynch of Grand Rapids, Mich., were united in marriage Monday, July 10th by Rev. J. J. Sheehy.

Mr. and Mrs. Edward Walsh are the parents of a daughter, born Monday, July 10th.

B. R. Crandall and son, Berton of California are spending the summer with his parents, Mr. and Mrs. S. G. Crandall of Independence.

Denzel Baker is visiting at the home of his sister, Mrs. Rex Starr of Bath.

Mrs. Mya Haste of Buffalo is visiting at the home of her sister, Mrs. Horace Williams.

Mrs. George McAndrew and little daughter of Ward spent a few days visit with her parents, Mr. and Mrs. D. P. Corwin of Andover.

Dr. J. S. Stearns of Port Allegany visited his brother, E. F. Stearns Saturday. On Sunday he went to Norwich to visit his sister, Mrs. E. L. Hann.

E. B. Trowbridge and mother, Mrs. Helen Trowbridge of Rock Creek, Ohio, and Miss Jennie Emery of Buffalo have been guests at the home of L. M. Trowbridge the past week.

The Primary Classes of the Presbyterian Church enjoyed a picnic, at the Park, Wednesday, under the supervisions of their teachers, Misses Kuhn and Emma Folsing.

40 YEARS AGO

July 9, 1926

J. H. Backus & Son, Publishers

Miss Marion Rogers and Ernest Theetge were united in marriage Sunday, July 4th by Rev. J. H. Seely. They were attended by Mr. and Mrs. Estes Stevens.

T. W. Crawford has moved his family from Whitesville to Andover and are occupying room corner of Maple and Third Sts.

Mr. and Mrs. William Dean and little sons motored from Philadelphia, Pa. Saturday for a vacation visit with his mother, Mrs. M. Dean and family of South Hill.

Mrs. Flay Pease spent the week-end with her parents, Mr. and Mrs. James Wallace.

Mrs. Clayton Greene leaves this Friday morning for an extended visit with her son, Elton Greene at Hillsdale, Michigan.

Mr. and Mrs. Harold Horton and children of Buffalo have been guests of her parents, Mr. and Mrs. David Slocum this week.

Mr. and Mrs. Avery Mead and Mr. and Mrs. John Nobles and family spent from Saturday until Monday in Lancaster, Buffalo and Niagara Falls.

Mr. and Mrs. Dean Horan of Schenectady, motored to Andover to pass the Fourth of July at the home of his father, Henry Horan and other Andover relatives.

Mr. and Mrs. J. P. Cannon enjoyed a motor trip to Harrisburg, Gettysburg and other points of interest in Southern Pennsylvania, from Sunday until Tuesday.

30 YEARS AGO

July 10, 1936

J. H. Backus & Son, Publishers

The Mead Family Reunion was held Thursday, July 2nd in Island Park, Wellsville with forty attending.

The Dodge Family Reunion was held at the home of Mr. and Mrs. Walter Green of East Valley Sunday, July 5th with about sixty in attendance.

Mr. and Mrs. Ernest Theetge are the parents of a son, born Sunday, July 5th.

Mr. and Mrs. W. D. Clarke, Hilda, Mrs. Maude Clarke and Maxine Crandall were guests of Mr. and Mrs. Alfred Whitford at Watsontown, Pa., from Friday until Sunday.

Miss Elizabeth Bassett of New York City arrived Tuesday to pass her summer vacation with her parents, Mr. and Mrs. T. R. Bassett.

Miss Emma Folsing is passing the week guest of Mr. and Mrs. Leon Phelps at their home in

Red's Racetrack Rambles

Hello again all you racing fans! Yep, another long week-end with a full racing card—and again the weather smiled on all of the true "dirt-eaters".

Despite the threat of rain most of Thursday, the races were still held at Bradford that evening—with just a few sprinkles one time during the races.

A thrilling 14-car Demolition Derby climaxed the regular 10 event racing card, and was one of the best that we have ever seen. We always hate to see a "Demolition Derby" as we are afraid that some one will get hurt but luckily for everyone concerned, no one seemed to be the worse for wear when the smoke cleared and the winners were announced. Most of the boys were really eager that participated in this event which made it a little difficult to pick out the top three winners — but, since the drivers appeared to be satisfied with the results, our decisions couldn't have been too far off.

In the Sportsman Class, Herb Layfield, No. 48, continued to stay in the winning circle by taking a heat and placing 3rd in the Feature; while Lee Gausman, No. 6jr., won his 3rd Feature out of the last four starts at this track.

The Modern Class saw several new winners with Bud Perkins, No. 57, winning a heat and placing 2nd in the Feature; while Gerry Schimp, No. 93, cleaned house by winning both a heat and the Feature.

For a re-cap of the evening's racing results: In the Hooligan Class, Mel Bennett, No. 27, won the 1st heat; Don Dietz, No. 94, won the other heat as well as the Feature

In the Sportsman Class—Herb Layfield, No. 48, won the 1st heat; Bob Grove, No. 79, took the 2nd; and in the Feature, Lee Gausman, No. 6jr., was 1st; George Lindy, No. 44, 2nd; Herb Layfield, No. 48, 3rd; Larry Swander, No. 99, 4th; and Bob Grove, No. 79, 5th.

In the Modern Class—Bud Perkins, No. 57, won the 1st heat; Gerry Schimp, No. 93, took the 2nd; Ed Kisko, No. 6, the "Consy"; and in the Feature—Gerry Schimp No. 93, was 1st; Bud Perkins, No. 57, 2nd; Ed Kisko, No. 6, 3rd; Ray Jordan, No. 32, 4th; and Willis Dietz, No. 92, 5th.

At Smethport, Friday night, a crowd of around 1,500 people saw Herby Layfield, No. 48, win the Mid-Season 50-Lap Trophy Race in the Sportsman Class.

Things were a little hot in the pits before the boys would come out on the track due to the fact that around five cars came over from Stateline and wanted to run in this 50-lapper. However, since their cars weren't built according to the rules set up for this class at this track, the other regular drivers didn't want to compete with them. And, when this difficulty was ironed out, the drivers came out for the battle for the "money and tin".

This Feature turned out to be a real battle of speed and endurance with "Herby" jumping out to an early lead and then driving "open-bore" for the entire 50-laps. Both Lee Gausman, No. 6jr., and Larry Swander, No. 99, challenged Herby for the lead at different times — but at the end of the race — No. 48 was still going strong, and the other 2 weren't. From what we could find out after the race, the transmission went out of No. 6jr., in the middle of the race and the right front axle let loose on No. 99 when Larry only had about 5 laps to go.

In the Modern Class, the Feature was a real thriller, requiring 4 re-starts before the boys could even get a full lap in. And, after the last re-start, at least five of the cars that were in the original line-up, were out of the running and back in the pits.

Bud Perkins, No. 57, from Belmont, jumped out to an early lead and held it for several laps only to have "Jughead" Pierce, No. 1

Rochester.

Mrs. Agnes Langworthy spent from Friday until Sunday with her brother and wife, Mr. and Mrs. T. G. Burdick of Tip Top.

Mr. and Mrs. Kenneth Alvord and Mr. and Mrs. Geil Reynolds motored to Cleveland, Ohio over the week-end and attended the Great Lakes Exposition.

wrest it from him, closely followed by Booby Schnars, in M-1. Pierce managed to hold the lead for a few more laps until "Squirt" Johns came charging along with his red-hot No. 511 after working his way up through the rest of the pack and took over the No. 1 slot for the rest of the race. A battle-royal then followed for the No. 2 spot with Bobby Schnars, No. M-1, finally passing "Jughead" in the last few laps of the race.

For a brief re-cap of the evening's results: In the "Hooligan" Class—John Philippe, No. 77, took the 1st heat; Ronald Dietz, No. 94, the 2nd heat and Feature; with Mel Bennett, No. 27, winning the "Consy".

In the Sportsman Class—Bob Grove, No. 79, took the 1st heat; Lee Gausman, 6jr., the 2nd; and in the Feature, Herb Layfield, No. 48, was 1st; Al Skiver, No. 30, 2nd; George Lindy, No. 44, 3rd; Bob Schuetrum, No. 13, 4th; and Bob Grove, No. 79, 5th.

In the Modern Class — Jim Schimp, No. 26, took the 1st heat; "Squirt" Johns, No. 511, the 2nd; and Bob Schnars, No. M-1, the "Consy". In the Feature, "Squirt" Johns, No. 511, was 1st; Bobby Schnars, No. M-1, 2nd; "Jughead" Pierce, No. 1, 3rd; Ed Kisko, No. 6, 4th; and Bud Perkins, No. 57, 5th.

Saturday night at the Sportsman's Raceway, there were quite a few new cars on tap in the pits when we arrived so we figured that it would be a lively evening — and it was. The turns are banked real high at this track and consequently the drivers can go through them a lot faster than at tracks which have flat turns. Thus when a new driver shows up at Mills, he is apt to get into trouble coming out of the turns at high speed.

(and most of them do).

In the Sportsman Class, Hugh Smith, No. 55, a newcomer to the track, was one of the fortunate ones that got the "feel of the track" early in the evening and wound up winning the first heat that he ran in. Then he was leading in the Feature until he was tapped on the back-stretch by 38-1 and was spun out thereby losing so much ground that he had to push it all the way in order to end up in 5th place. As a point of interest, 38-1 lost his right front wheel just a few laps after hitting No. 55 — and in just the same place, so his car sat on the back-stretch through out the rest of the race.

In the Modern Class, one of the new cars on the track came out of the No. 2 turn too fast and took a wild ride up to the bank along the back-stretch — and for a few seconds it looked as if he was going to take a nose-dive right over the wall. Fortunately for him, he was able to whip it back down on the track and emerged only a little the "worse for wear" instead of of winding up a wreck.

During the Feature, a real battle developed in a fight for 2nd place with Gordon Van Pelt, No. 2 holding that slot and Basil Shutt, No. 13, and Leo Houghtaling, No. 42, trying desperately to take it away from him. Leo and Basil tried going high—driving low — and even surrounding him on both sides — but each time Gordon would whip his car around so that neither one of the boys could get by. Finally, Basil dove low under Gordon on the No. 3 turn and managed to get partially by closely followed by Leo as they emerged from the No. 4 turn—only to have No. 2 hit him from the outside and as a result all 3 cars wound up in a tangle in the infield. Leo was the 1st to recover and pull back out on the track closely followed by Basil, but in the meantime Gordon Kinney, No. 16, was able to build up a big enough lead so that neither of the other boys could catch him.

For a brief re-cap of the results: In the Sportsman Class — Hugh Smith, No. 55, won the 1st heat; Phil Pipe, in a new No. 71, took the 2nd heat; and Larry Scuten, No. 13, took the "Consy"; and then came right back to pick up 1st in the Feature; with Phil ending up in the No. 2 slot; Warren Kinney, driving No. 243, was 3rd; Frank Starkweather, No. 10, was 4th; and Hugh Smith, No. 55, 5th.

In the Modern Class—Warren Kinney, No. 16, took the 1st heat; Leo Houghtaling, No. 42, the 2nd; and Gabe Haynes, No. 10, the "Consy". In the Feature, it was Warren Kinney, No. 16, 1st; Leo Houghtaling, No. 42, 2nd; Basil

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