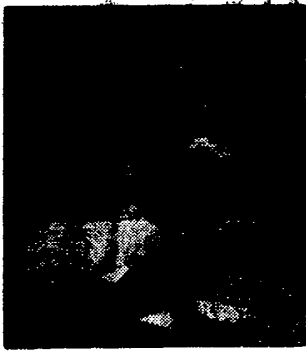
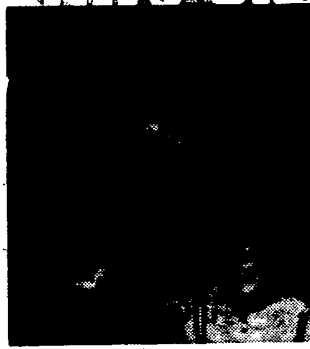


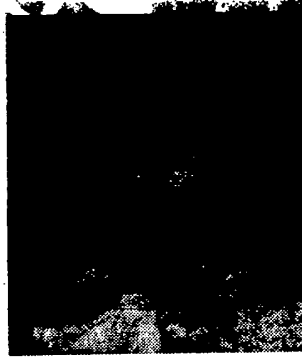
# Citizens of Tomorrow



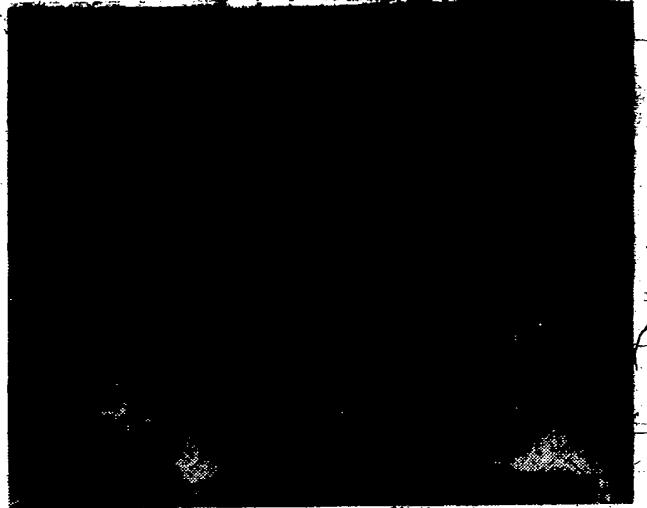
Paula, 2½, Donna, 1½, children of Mr. and Mrs. Dale Ordway.



Brenda, 10, Beth Ann, 8, and Ralph, Jr., 6, children of Mr. and Mrs. Ralph E. Eimpson.



Mary Anne, 4½, Megan Elizabeth, 19 mo., and Paul Michael, 8 mo., children of Mr. and Mrs. Paul G. McCormick.



Judy Lynn, 3, daughter of Mr. and Mrs. Charles E. Dain; Peter, 20 mo., son of Mr. and Mrs. Jerald Neely; Laura Lee, 2, daughter of Rev. and Mrs. Gerald A. Wolter; Sherry, 10 mo., daughter of Mr. and Mrs. Thomas J. Manion; Clifty, 6, daughter of Mr. and Mrs. Rowland Allen; Jason Andrew, 17 mo., son of Mr. and Mrs. John R. Coats.



Ricky, 13, and Wendy, 12, children of Mr. and Mrs. Frank Cahill.



Sarah Jean, 5 and Patty Jo, 4 mos., children of Mr. and Mrs. David Boyle.



Sharon, 6, Helena, 4, children of Mr. and Mrs. Richard Davis.



Pamela, 12, James, 11, Denise, 10, Jerry, 8, and Mike, 6, children of Mr. and Mrs. James Grossman.



Randy, 15, Gary, 7 and Vicki Lynn, 1½, children of Mr. and Mrs. Charles P. Slade.



Carol, 7, Robert, 3, James, 2, Laura, 3 mo., children of Mr. and Mrs. Richard Manion.



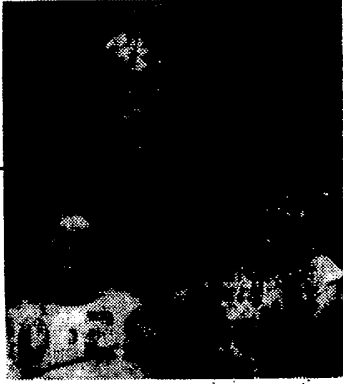
Christine, 6, Nickie, 5, Mark, 1, children of Mr. and Mrs. Nicholas George.



Raelene, 16, Evelyn, 9, Jeanne, 7, Jonny, 10 mo., children of Mr. and Mrs. Raymond Lehman.



George, 10, Guy, 8, Monte, 6, children of Mr. and Mrs. Kenneth Milligan.



William, 4, Natalie, 2 and Clifford, 3 mo., children of Mr. and Mrs. William Harder.

## James F. Hastings Reports

Junked automobiles rusting away in unsightly junkyards along the nation's highways may be a thing of the past under legislation proposed by Rep. James F. Hastings (38th Dist.-NY). At the same time, he said, the measure provides

a means of developing new sources of metal by promoting the practice of recycling of motor vehicles in the scrap industry.

Introduced in co-sponsorship with Rep. James A. McClure (R-Idaho), the bill seeks to encourage states to set up motor vehicle disposal program in cooperation with the scrap industry, whose participation would be fostered through guaran-

teed loans and tax incentives. Rep Hastings said that last year there were more than 10 million registered vehicles in the United States and he hoped, according to the Department of Transportation, the growth rate amounts to about 18,000 cars a day.

"The rate at which motor vehicles are being scrapped runs to about 8 million a year, including 7

million passenger cars and one million trucks and buses," he said. "The result is widespread growth of ugly auto graveyards which have become a subject of mounting concern to the public."

Rep. Hastings said that a Bureau of Mines study has shown that a junked car can be expected to yield through the process of recycling approximately 2,500 pounds of steel, 500 pounds of zinc, 51 pounds of aluminum and 20 pounds of lead.

A major obstacle to recycling for the scrap industry has been the high cost of processing equipment. However, he said, guaranteed loans and tax credits for companies and individuals purchasing such equipment is expected to overcome the problem.

York cooperated with eight other states in tests on the highways of Minnesota, where studies revealed that "there is, as yet, no proof or evidence of consistent reduction in accident occurrence or severity on snowy or icy roads attributable to the increased use of studded tires."

The Cornell Aeronautical Laboratories are still engaged in assessing safety factors, he noted.

## Town Highway Program Announced

Reconstruction of 749 miles of town highways in 1971 at a cost of \$6,734,780 has been announced by Governor Rockefeller as the planned improvement plan administered by the State Department of Transportation.

Also known as the Erwin Plan, the program developed by the former State Commissioner on Agriculture headed by the late Senator Austin W. Erwin, of Genesee, has been carried out in two statutory periods of 10 years each. It has resulted in reconstruction of 18,891 miles of town highways, 36 per cent of the state's town road mileage.

The Governor, who signed legislation in 1970 to continue the program for another decade, said the new program calls for higher standards of reconstruction and increased state aid. It also will provide state financial assistance for bridges on town roads and for resurfacing of these highways. The expanded program, effective in 1972, was proposed by a legislative committee of which Senator James H. Donovan of Chautauque, Otsego County, is chairman.

Improvements planned in 1971, the Governor said, will involve \$7,450,000 in 1971 and the 1972 program will involve \$7,769,353.

In addition, stabilization of 70 miles of highways is planned at a total cost of \$257,678, of which the state would pay \$146,000 and \$111,678 would be paid by 52 towns involved.

During 1970, 686 miles of highway were rebuilt under the program in 404 towns at a total cost of \$7,769,353 with state aid \$3,886,448.

## Assemblyman Frank Walkley Reports

Albany — Assemblyman Frank Walkley (R-Castile) reported on his mission to ban studded tires on highways of New York State.

Assemblyman Walkley said studded tires on motor vehicles and trailers are wearing down highways at a cost of several million dollars each year.

The State Department of Transportation studies, held in conjunction with eight other states, revealed that bituminous surfaces are being eroded from one-half to three-quarters of an inch per million studded tire passes.

On concrete, the wearing away ranges from one quarter to over four-tenths inches per million studded tire passes.

"Studded tires are wearing away the surface of the road, and are a safety hazard," he said. "A studded tire with surface applications of sand and salt, he noted.

Assemblyman Walkley noted that he was also concerned with safety aspects of studded tires. Use of studded tires is generally detrimental to vehicle performance on bare pavements, stopping distances are up to 27 percent more with studded tires.

Assembly Walkley said New