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Bridge work on Hornell's agenda

2019 will bring two bridge replacements to Maple City

By Jason Jordan
The Evening Tribune

HORNELL — The public, as well as members of the Hornell Common Council, were briefed Monday on two bridge projects in the city.

As mandated by state and federal law, a public information meeting was held prior to

the monthly Common Council meeting detailing initial plans to replace the East Main Street culvert bridge over Chauncey Run and significantly rehabilitate the Seneca Street Bridge over Canacadea Creek.

The Chauncey Run bridge will cost an estimated \$1.2 million and the Seneca Street bridge will cost an estimated \$1.01 million. Funding for each of the projects will consist of 95 percent federal cost and five percent local share. The

federal funds were made available through a New York State BridgeNY block grant.

Both bridges were rated as being in "Poor" condition, according to Mitch Cornish, Department of Public Works superintendent. The bridges tallied scores of 4-5 on a scale from 4-7, with 7 being an excellent score. They each received red flag ratings during an annual inspection, requiring "immediate attention."

The East Main Street bridge in

95 years old, and several years ago was limited from unrestricted weight to 14 tons. The life expectancy of the new bridge at East Main Street will be about 75 years, according to engineering projections.

"There will be virtually no maintenance needed on that bridge (after replacement)," Cornish said.

Seneca Street's weight limits remain unrestricted due to some recent repairs that will tide it over until the 2019

renovation, where the bridge deck, sidewalks and railings will be replaced. The bridge, built in 1982, has been battered by salt corrosion, Cornish said.

Project engineer Timothy J. Howland was on hand to present initial plans and field questions on behalf of LaBella Associates.

Final design is yet to be determined, with public input and suggestions from city officials to be taken into consideration.

See BRIDGES, A4

US Army hero dog during WWII receives posthumous medal

The Associated Press

LONDON — A U.S. Army dog that attacked a machine-gun nest during World War II was posthumously awarded Britain's highest honor for animal bravery on Monday.

Chips, a German shepherd-husky cross, was awarded the Dickin Medal for actions during a 1943 beach landing in Sicily. According to the U.S. soldiers, Chips raced into an Italian machine-gun nest, attacking an enemy soldier by the throat and pulling the gun from its mount.

The medal was awarded by veterinary charity PDSA in a ceremony at the Churchill War Rooms in London. The honor was accepted by 76-year-old John Wren of Southold, New York, whose father donated Chips to the war effort in 1942.

Lt. Col. Alan Throop, who attended on behalf of the U.S. Army, said that shortly after the battle Chips was recommended for the Distinguished Service Cross, the Silver Star and the Purple Heart.

The awards were later rescinded because army policy didn't allow animals to receive medals.

Chips suffered scalp wounds and powder burns in the battle but survived the war, returning to his owners in Pleasantville, New York.

See HERO, A4



Military working dog Ayrone, who received the PDSA Dickin Medal, the animal equivalent of the Victoria Cross, on Chips' behalf Monday in London. Chips was a US Army dog who protected the lives of his platoon during the invasion of Sicily in 1943. [KIRSTY WIGGLESWORTH/THE ASSOCIATED PRESS]



LOCAL | A2

A HOME AWAY FROM HOME FOR SHELTER DOGS

Bill taps drug makers to handle take backs

O'Mara plan requires industry-funded program for old drug collections

From staff reports

ALBANY — State Sen. Tom O'Mara (R-Big Flats), chair of the Senate Environmental Conservation Committee, and Sen. Kemp Hannon (R-Nassau), chair of the Senate Health

Committee, introduced legislation to further combat the abuse of prescription drugs and prevent unused drugs from contaminating water supplies on Monday.

The O'Mara-Hannon "Drug Take Back Act" calls for the establishment of an industry-funded, statewide pharmaceutical drug take-back program. It advances a "product stewardship" approach to the challenge of disposing of unwanted medications. Pharmaceutical manufacturers would be responsible for all of the costs of the initiative including

public education and awareness, as well as the collection, transport, and destruction of unwanted drugs. The Act further requires chain pharmacies and mail-order pharmacies to provide consumers with on-site collection, prepaid mail-back envelopes, or other federally approved methods to encourage safe drug disposal.

O'Mara said, "It's incredibly important to do anything and everything we can to complement and support the efforts of local law enforcement and other community leaders to combat prescription drug abuse.

These efforts include National Prescription Drug Take-Back Days and other initiatives like this one to facilitate the collection, and safe and responsible disposal of unused medications. This proposal to greatly expand the number of permanent, locally based drop-off locations would be a very positive, cost-effective addition to the state's ongoing, overall strategy to protect our communities and local environments."

See DRUGS, A4



REGION | A3

CLEANING UP FROM THE STORM

Full-speed ahead on J-T \$4.5M project

Administrators, architects to meet Wednesday on voter-approved capital plan

By Al Bruce
Evening Tribune

JASPER — A planned meeting between Jasper-Troupsburg administrative staff and LaBella Associates architects tomorrow will start the voter-approved \$4.5 million capital project in earnest.

Earlier this month, the J-T School Board approved the

bond resolution financing the project. The use of about \$660,000 from reserve funds will mean no increase in the district tax levy, Superintendent Mike Mead said.

Much of the Jasper-Troupsburg renovation will upgrade roofs that are near the end of their useful lives on both district buildings, said Architect Alton G. Ainslie of LaBella Associates.

Reroofing the Jasper high school and Troupsburg elementary school roofs will increase their lifespans, adding up to 15

more years on the roof warranties for each building, the architect said.

Each roof contains large sections of ballast, an outdated roofing technique. Ballast components such as shale can split and cut traditional roof coverings, potentially creating extensive leaks, he said.

Ainslie said at a previous board meeting he "wants the roofs to be built the way they should have been."

Other proposed work includes adding "through-wall flashing where none was provided and

correcting damaged or deficient flashing" on both roofs.

Additional components of the capital project would include installation of newly-mandated carbon monoxide detectors at both buildings plus new boilers, controls, piping and pumps in the elementary building, according to previously released plans.

High school boilers and heating system will be reviewed and likely included in the next capital project, Mead said.

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TODAY
Snow
31° / 9°

WEDNESDAY
Cloudy
24° / 15°

THURSDAY
Partly sunny
31° / 21°



OBITUARIES & NEWS

David A. Knudson

MT. MORRIS — David A. Knudson, 69, passed away unexpectedly Saturday (Jan. 13, 2018) at Noyes Memorial Hospital in Dansville.

Friends may call 10-11 a.m., Thursday at the Chamberlin-Baird Funeral Home, 73 Main St., Dansville. A graveside prayer will be held at 11:30 a.m., in Mt. Morris Cemetery, Mt. Morris.

A complete obituary is online at www.bairdfuneralhomes.com

Thomas G. Hagadone

HASKINSVILLE/COHOCTON — Thomas G. Hagadone, 64, passed away unexpectedly Friday (January 12, 2018) at St. James Hospital in Hornell.

Friends may call from 4:30-6 p.m., Thursday at the Walter E. Baird & Sons Funeral Home, 300 West Naples St., Wayland, where a memorial service will be held at 6 p.m.

A complete obituary is online at www.bairdfuneralhomes.com

BRIEFCASE

LONDON Lego plans video games, social network in China

Toy maker Lego is partnering with China's internet firm Tencent to offer games, video and possibly a social network aimed at children.

The privately-owned company based in Copenhagen, Denmark, said Monday that the deal would combine Lego's ability to create content with Tencent's distribution reach.

"We've seen more and more Chinese children engage with the world digitally, and the partnership will bring them safe and imaginative Lego content," said Jacob Kragh, general manager of Lego China.

For Lego, the move is part of a reorganization of its business that it began last year, when it announced it was shedding 1,400 jobs, or 8 percent of its workforce.

The Associated Press



The 2019 Chevrolet Silverado High Country pickup is unveiled, Saturday in Detroit. [CARLOS OSORIO/THE ASSOCIATED PRESS]

Brawny pickups, SUVs star at Detroit auto show

By Tom Krisher and Dee-Ann Durbin
The Associated Press

DETROIT — The competition for full-size pickup truck customers in the U.S. is as rough-and-tumble as ever, with Ram and Chevrolet rolling out brawny-looking new models that are larger, lighter and more efficient than their predecessors.

For the first time in recent memory, two Detroit automakers are introducing new big trucks at the Motor City's auto show at the same time, in a hot sales market that U.S.-based automakers have dominated for years. Last year, Ford, Fiat-Chrysler and General Motors combined sold more than 2.2 million full-size trucks, controlling 93 percent of the segment.

Big pickup truck sales are important to automakers, which make huge profits on them. Sales rose nearly 6 percent last year to almost 2.4 million, even though total U.S. auto sales dropped 2 percent. One in every seven vehicles sold last year was a big pickup, up from one in every nine in 2009 in the midst of the Great Recession. Ford's F-Series pickup is the country's top-selling vehicle, followed by the GM's Chevy Silverado and Fiat-Chrysler's Ram.

GM unveiled the Silverado Saturday night, while Fiat Chrysler is to roll out the new Ram Monday at the North

American International Auto Show. Both are meaner-looking and bigger, but much lighter. Each has sophisticated engine or transmission improvements that give them better gas mileage as they go after the F-Series.

Ford is countering that with its first diesel engine on the F-150, a 3-liter V6 that's expected to get 30 miles per gallon on the highway.

Style and performance are about the only ways the companies can differentiate themselves because quality has improved greatly, said Karl Brauer, executive publisher of Autotrader and Kelley Blue Book. "They're giving the trucks more aggressive styling, which helps make them stand out," he said. "Also they're giving them verifiable increases in performance."

The trend toward tougher-looking trucks started with the 1994 Ram, which changed from a conventional flat front with friendly round headlamps to rounded fenders with an outsized grille, and a hood and fenders that resembled a semi, Brauer said. The trend has continued as headlamps have switched to smaller, rectangular LEDs that allowed for even bigger grilles.

GM market research shows that a meaner look appeals to truck buyers, who mainly are males. Eighty-three percent of big pickups in the U.S. are registered to males, according

to data collected by IHS Markit. But women are gaining ground, making up 17 percent of registered owners last year from 14.7 percent in 2007.

Sandor Piszar, Chevrolet's truck marketing manager, says buyers want the tough look, but the trucks also must have towing and off-road capability. "They're mean-looking trucks, but they're trucks that can get the job done," he said.

The 2019 Ram, due in showrooms before April 1, keeps the current beefy look, but it's 4 inches longer and slightly wider. The grille is larger, with a forward-leaning, aggressive slant. The hood was raised to evoke a big rig — and improve aerodynamics. Even the chrome Ram logo at the rear got a more chiseled, burly look.

The new Ram also loses 225 pounds to compete with lightened rivals including the aluminum-clad F-150. The Ram frame is almost entirely lightweight, high-strength steel, and its tailgate and other bits are aluminum.

But perhaps the most significant change a mild hybrid system, standard on most gasoline versions. The system replaces the alternator with a motor and a 48-volt battery pack, which can shut down the truck at stop lights to save fuel and boost acceleration. The system recaptures braking energy to charge the battery. FCA isn't releasing mileage but says it will be

significantly better. The current Ram, redesigned in 2013, gets up to 25 mpg highway with a gas engine or 27 with a diesel.

Michael Manley, head of the Ram and Jeep brands, said the mild hybrid system and lower weight should yield a 10 percent gas mileage improvement in the new truck.

The Silverado, which goes on sale this fall, is up to 450 pounds (204 kilograms) lighter than the current model. Parts that swing, including doors, the hood and the tailgate, are lighter aluminum, but stationary parts such as the bed, are steel. The Silverado's frame also made high-strength steel.

The truck gets two new V8 engines, 5.3-liters and 6.2-liters, that can shut off any number of cylinders to save gas but power them up when needed. There's also a new 3-liter six-cylinder diesel and a 10-speed automatic transmission available.

The new Silverado is just under 2 inches (5 centimeters) longer than the old one for more cargo and interior space. It gets bigger fenders, a larger grille and sinister-looking but smaller rectangular headlamps.

GM wouldn't release weight, fuel economy or price, but said the 450-pound loss is on a crew cab model with a V8. The current crew cab with a 6.2-liter V8 gets 20 mpg on the highway (8.5 kilograms per liter).

HERO

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The medal was awarded on the 75th anniversary of the Casablanca Conference, at which British Prime Minister Winston Churchill and U.S. President Franklin D. Roosevelt plotted war-time strategy. Chips served as a sentry at the conference and met both leaders.

"It has taken over seven decades, but Chips can now finally take his place in the history books as one of the most heroic dogs to serve with the U.S. Army," PDSA director general Jan McLoughlin said.

Since 1943, the Dickin Medal has recognized gallantry by animals serving with the military, police or rescue services. Recipients include 33 dogs, 32 messenger pigeons, four horses and a cat.

DRUGS

From Page A1

Hannon said, "New York, like the rest of the nation, continues to struggle with the opioid addiction crisis. Despite our best efforts to stem the tide of opioid related deaths, the number of deaths continue to rise. Due to the fact that some drug addictions are first supplied by leftover medication a family member or friend did not use, cutting off that supply is essential. This legislation will hold manufacturers rather than consumers financially responsible for safely managing the disposal of their products. With chain pharmacies providing for collection, we will be able to reach more consumers, ensuring a successful program."

The lawmakers noted that while law enforcement agencies have drop-off points and collection boxes,

and other government agencies conduct drug take-back days to help properly and safely dispose of many drugs, more must be done. Other state-level initiatives to expand the number of permanent collection sites in communities are conducted on a voluntary basis, are limited in scope, and participation remains low.

O'Mara sponsors a similar "Paint Stewardship Act" to facilitate the recycling of unused paint, for example.

The proposed Drug Take Back Act would create a unified, statewide drug take-back program that would save government and taxpayer dollars, and reduce medication misuse, and protect New York State's waterways by preventing drugs from being improperly disposed of by flushing or other means that contaminate water bodies and negatively affect aquatic life.

The Senate Health Committee will take first action on the legislation this week.

BRIDGES

From Page A1

Approval is expected to be granted by the New York state Department of Transportation in February.

According to the engineer, there are some complications to the East Main Street project, including allowing access to neighbors during the construction phase.

"East Main has some issues because of site constraints. That one is kind of shoehorned in there and a few of the properties are directly adjacent to it. One

of the neighbors, their driveway exits right onto a corner of the bridge," he said.

The meeting Monday focused on restraining costs, reducing long-term maintenance and making the bridge pedestrian friendly.

Construction contracts will be awarded in November 2018. Construction may begin as early as April 2019 and completed by the fall, officials said.

"We're looking at anywhere from 4 to 6 months. Seneca Street likely to be closer to the four-month mark and East Main closer to the six-month mark because of the full replacement," Howland said.

PROJECT

From Page A1

Additional potential tasks for the current project include replacing gravity vents in the high school and

relocation of the computer room heating unit in the elementary school.

The capital project will also include installation of carbon monoxide detectors and electrical panels in the bus garage, along with a new fuel island for district use, the architect said.

CEO: Mercedes counting on electrics to hit goals

By Tom Krisher
The Associated Press

DETROIT — If customers don't buy electric and more efficient cars and trucks, then Mercedes may not be able to meet government-imposed carbon dioxide emissions standards across the globe, its top executive says.

Dieter Zetsche, CEO of German automaker Daimler AG and head of its Mercedes luxury division, told reporters at the Detroit auto show Monday that he can't guarantee compliance.

Daimler said it is spending 10 billion euros to develop new electric vehicles in the coming years

and says it will launch a production model of its EQ electric brand in this decade. By 2022, the company says it will offer an electrified alternative across the entire Mercedes portfolio, from smart cars to large SUVs. The first EQ model is slated

for production in 2019 in Bremen, Germany.

Zetsche answered questions about electric vehicles, government emissions standards and the North American Free Trade Agreement from The Associated Press and other reporters at the North American International Auto Show. Answers are edited for length and clarity:

Q: As you look ahead to when new electric vehicles from Daimler and others go on sale, do you see rising demand or is there a concern that you'll have lots of models in a small segment of the market?

A: We need a large crystal ball to make any forecast about the electric markets for the years ahead. Our planning assumption is 15 to 25 percent for us in 2025. That is pure electric, not including plug-in hybrids. And yes, now it's Tesla, then will be everybody and his

brother. We will see if demand will drive sales or whether we're all trying to catch the last customer out there. This is an iterative thing. When offerings are getting better, the interest will grow. I do believe that electric vehicles will get out of the small niche they are in today. How fast and how bit we'll see.

Q: Sales of SUVs are going up, sales of diesels are going down. How confident are you in your ability to sell more electric and efficient vehicles and meet carbon dioxide emissions standards by 2020 and afterward?

A: I can't say I guarantee that we'll be compliant in 2021. Our objective is to be compliant. And we'll do everything to be compliant. But not all parameters are under our control. This is the difficulty of this kind of legislation, that it forces suppliers and manufacturers to do something but it doesn't force customers to

do anything. Ultimately, the customer will decide how the market will develop. We have a pretty nice growth story throughout the last years and our leverage was not pushing product down the throat of our customers by creating demand. Obviously that is our objective going forward with electric vehicles. We have some pretty cool ideas how we can make them especially attractive, not price-wise but from content and its attributes. I would see how that works.

Q: Are you making contingency plans in case the North American Free Trade Agreement is torn up?

A: There's a multitude of potential outcomes of these negotiations, and to make contingency plans in this regard is shooting in the dark. Flexibility is the name of the game. Being fast and reactive, and let's cross the bridge when we're getting there.