

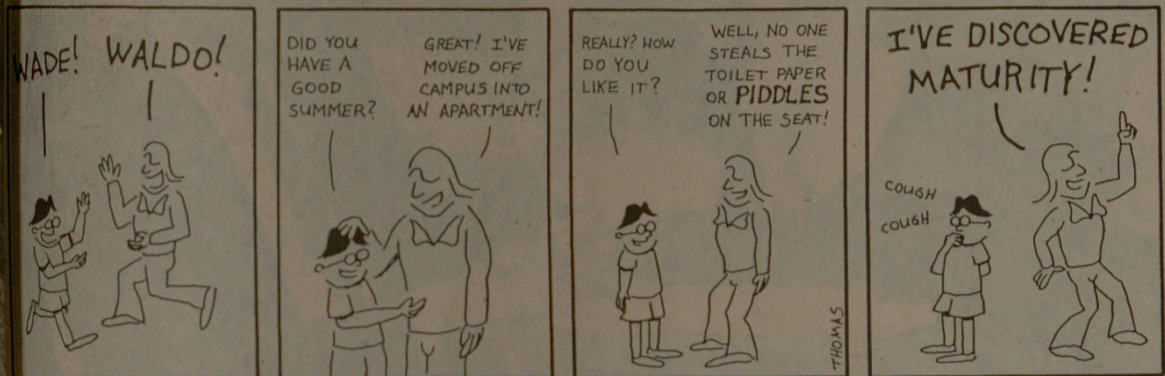
Warped

by Scott McCullar



Waldo

by Kevin Thomas



Drug cases 'require' special grand jury

DALLAS (AP) — U.S. Attorney Marvin Collins says a special grand jury is needed to sift through an increasing number of federal drug cases being filed in the Northern District of Texas. Collins, who said drug trafficking was the 100-county area's most serious problem when he took his post 14 months ago, said the number of cases involving drug dealers and users is straining the capacity of the district's five grand juries. He has proposed that a sixth grand jury, which would deal mostly with drug cases, be established in October or November. "We were and are operating at a high rate of efficiency, but the caseload is such that another special grand jury is needed to han-

dle the increased volume of narcotics cases," Collins said. A special grand jury would give prosecutors an increased ability to take away the two things that keep drug dealers in business — assets and their personal freedom, Collins said. Under federal law, accused individuals can be jailed without bond if they are considered a danger to the community. "Drug dealing is one item that creates the presumption of danger to the community," Collins said. Before the pretrial detention law was passed, major drug violators could be released on bond, permitting some to increase their illegal activities in order to pay their lawyers and stockpile money, Collins said.

Map shows speed trap locations

SAN ANTONIO (AP) — Motorists who have trouble keeping their speed below the 55 mph legal limit have a new guide — a map showing Texas speed traps. Produced by a San Antonio businessman, the Official Trap Map of Texas shows drivers 44 locations which it says are likely to have radar traps. The map includes designations for different areas such as "highly patrolled" and "rigidly enforced." J.D. Boggus, president of Trap Map Inc., told the San Antonio Express-News that the map encourages drivers to stay within the speed limit. "We could be making the highways safer," Boggus said. He said his company was not trying to predict where speeders would be in the most danger of a visit from the law. "We're not going to say you are getting a ticket if you speed in these (radar-detecting) areas," he said, "but they are designated because if you speed in these areas you stand a better chance of receiving a ticket." Boggus said the idea for the map came from a combination of things.

"Due to the decline of the oil business in Texas, the next (source of revenue) to look at was tourism," he said. "I asked myself, 'What could tourists use in Texas?'"

"We talked to frequent travelers, truckers and lawmen," he said. "But we got most of our information from state traffic fine records."

Texas Department of Public Safety Sgt. John Narramore said the maps wouldn't affect DPS operations.

Austin school district to get new buses with seat belts

AUSTIN (AP) — The Austin Independent School District has ordered 50 new school buses that will be equipped with seat belts and high-backed seats, officials say. Of the 515 school buses now being used in Austin to transport 22,000 children, the only ones with seat belts are those used to carry special education students. Acting transportation director Dan Roberts said the new vehicles, to be delivered in nine to 14 months, will replace older buses, but that no decision has been made on which routes or age group will be using the new buses. Besides the belts, the new buses

will have high-backed seats designed to reduce head and facial injuries and to prevent children from being thrown over seats in case of accidents. The new buses will cost about \$33,000 apiece — \$1,000 to \$1,100 more than buses without belts, Roberts said. The cost was included in the budget approved last month by trustees. Roberts said the effectiveness of belts on school buses is still being debated. Roberts said drivers and students will be instructed on using the belts before the new buses are put into service.

Six Flags 'more than a job'

Park 'keeps man young'

ARLINGTON (AP) — To John Gavia, it's more than a place to work. It's a place that keeps the boy in him alive. This year, Six Flags Over Texas celebrates its 25th anniversary. So does Gavia, who has been working there since the day it opened. "It's kept me young," Gavia says. "Look at me. I've found my fountain of youth." He's seen every show and ridden every ride that's ever been there — except one. "I won't ride the Spinnaker," he says. "It's just too coldblooded for me. But my kids love it." Six Flags opened in the boondocks on Aug. 5, 1961. The Dallas-Fort Worth Turnpike (Interstate 30) had recently opened, but there were no paved roads to the amusement park. A converted cow pasture served as the parking lot. On rainy days, half the excitement was trying to keep from getting stuck in the mud. "It was hard to imagine what it would become," Gavia recalls. "People couldn't even keep the name straight. They called it Six Flags Under Texas, Texas Over Six Flags, or Texas Under Six Flags." "They didn't know what to expect," he adds. "Some of them thought it was a museum, and they would come out here in their Sunday best expecting to see exhibits. Or they would think it was some kind of picnic grounds."

It was hard to imagine what it would become. People couldn't even keep the name straight.
— John Gavia, worker at Six Flags Over Texas

The park was the brainchild of the late Angus Wynne, a businessman Gavia remembers as a very special person. "He was truly a very nice, very strong person," Gavia says. "He could remember your name out of hundreds of people. He acted no different than the people who paid to ride the rides. He would stand in line and wait his turn," Gavia recalls. "He'd ask you how you were doing, how things were going and what he could do to make your job easier. "He knew what he wanted," Gavia says. "The end product was to have anyone who came out here to be satisfied. Orientations were to the point, no beating around the bush. He told us we were here to sell fun. We were to smile. A smile was part of our uniform. We were to let people know we were their friend and we were here to help them have fun. With someone that considerate, how could we go wrong?" Gavia was fresh out of high

school in 1961 and trying to make up his mind where to go to college to study art. His neighbor, Harry Gambino, talked him into going out to Six Flags, where Gambino was to be one of the gunfighters at the Crazy Horse Saloon. Gavia became a regular at the park even before it opened, and as luck would have it, the operator of the Fiesta Train in the Mexico section quit a few days before opening day. Gavia's friend helped him get the job, and he was hooked. In those days there were far fewer rides, he says. Wynne hired roaming musicians to entertain the visitors waiting in lines. There were longhorn steers and buffalo to look at and goat-drawn carts and burros to ride. "Skull Island really was an adventure back then," Gavia says. "You could really get lost on it. Sometimes we found people who had been out there two or three hours trying to find their way out. "We also had a puppet wagon," Gavia says, "but it's gone now. Such things are not considered real cool for kids to see anymore." Gavia, who still takes his family and friends to the park three or four times a year, favors the roller coaster over all the other rides. But there's still a soft spot in his heart for the now-gone La Salle Expedition, a canoe ride along a lagoon lined with trees, Indians and various wildlife.

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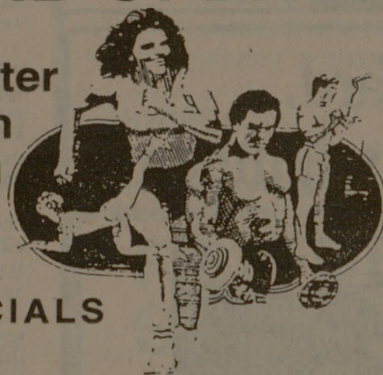
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