

Carnival starts Friday at Glassell center

LOS ANGELES

Highland Park

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News-Herald & Journal

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69TH YEAR — NO. 47

5420 NORTH FIGUEROA STREET, LOS ANGELES, CALIFORNIA

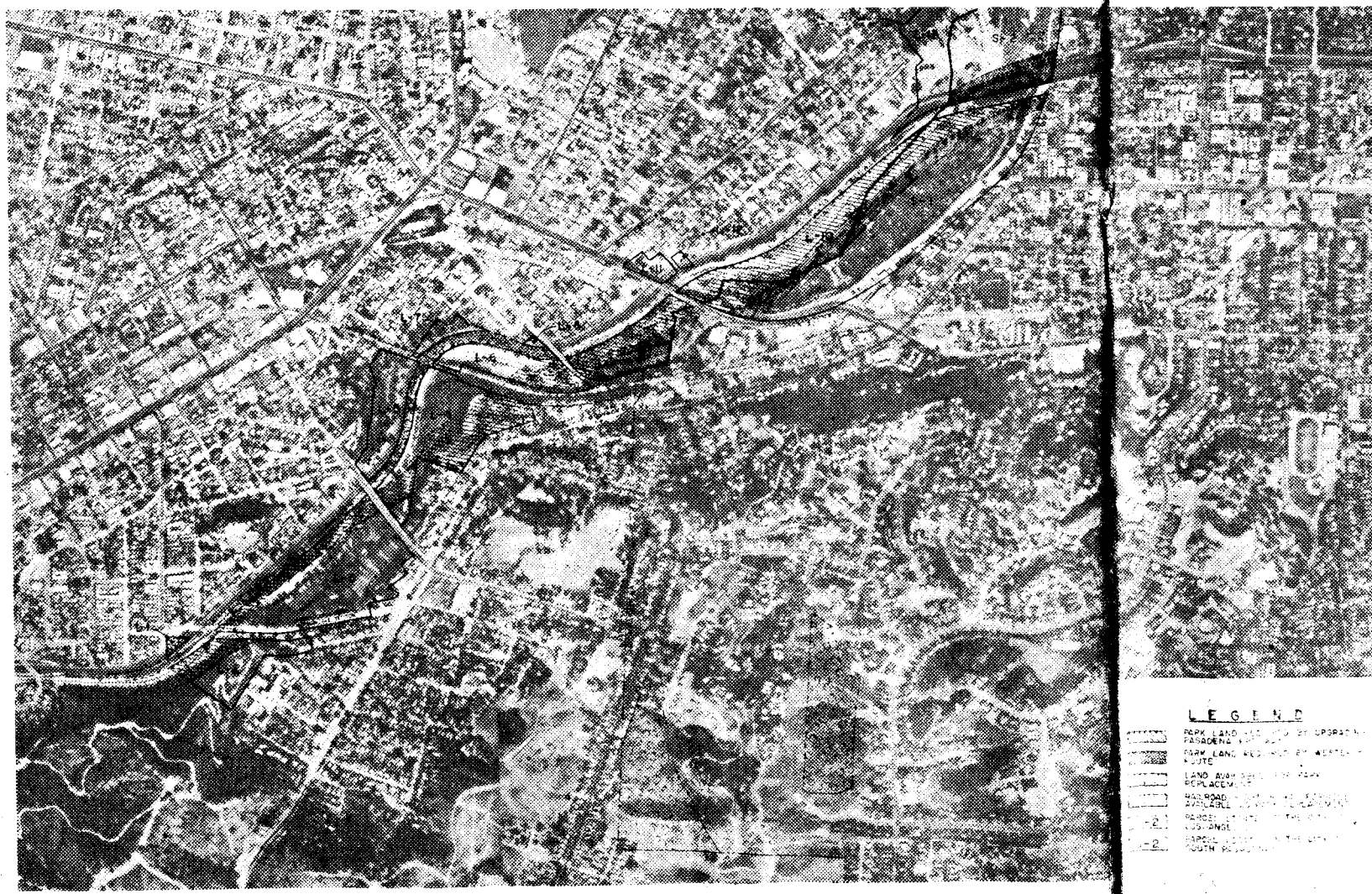
THURSDAY, JUNE 13, 1974

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Construction of westerly freeway route

Claim no loss of HP park land

By Roger Swanson Report prepared by the available to replace lost park use. Reynolds says all hopes would be taken in the

Youth jobs signup set

Ask noise curb near schools

The school board voted Monday night to begin a state financed noise abatement program at some 60 schools affected adversely by freeway noise, including Irving Junior High School and four elementary schools in the Northeast LA area.

The board action Monday night was two-fold; they approved entering into a cooperative agreement for corrective work at Humphreys Ave. School, and they appointed school building chief Harry Saunders as liaison with the state on future projects at affected

York Chamber carnival this weekend

The York Valley Chamber of Commerce will hold a three-day carnival this Friday, Saturday and Sunday at the Glassell Park Recreation Center, 3580 Verdugo Road.

Offered will be rides, by Kemsley Shows, food booths, and game booths operated by community groups.

Hours of the carnival will be 4 to 10 p.m. Friday, 10 a.m. to 10 p.m. Saturday and 12 noon to 9 p.m. Sunday.

Expect OK of funding for Jr. High

The school board will vote

Policy is first come, first serve

By Charles Cooper

Some 900 to 1100 summer youth jobs will be available in the 13th and 14th council districts through the Neighborhood Youth Corps, with signups to begin next Monday, Northeast Newspapers learned this week.

A spokesman for Councilman Robert Stevenson said 300 to 400 jobs would be available in the 13th district, with signups to be held locally at the Cypress Park state employment development office, 1173 Cypress Ave.

That office will service all young people in the 13th district between the ages 14 to 18 who qualify on an in-

All the park land in Highland Park required to construct the westerly route of the Long Beach Freeway and rebuild the Pasadena Freeway can be replaced in the immediate vicinity, a retired division of highways engineer believes.

Jess Reynolds, who retired two years ago as assistant to the chief engineer in the Southern California District 7 office, said last week the community would not suffer a net loss of park land through construction of the westerly route. Reynolds is now working with the city of South Pasadena in seeking adoption of the route which skirts to the west of the Monterey Hills.

Reynolds based his contention on study and refinement of a park report prepared for the South Pasadena Freeway Commission by Lockman and Associates, Civil Engineers, of Monterey Park.

Basic information on the effect on park lands of the westerly route in the Lockman report was taken from a study titled "Long Beach Freeway through South Pasadena, Study Line

State of California Transportation Agency in February of 1972.

PARK LAND

Lockman estimates that the total park land required for upgrading the Pasadena Freeway is 48 acres, 40 in Los Angeles and eight in South Pasadena. The westerly route would require six acres of park land in Highland Park and 15 acres in South Pasadena.

Total area of park land in both cities adjacent to the construction project is 187 acres, according to the report. It is also noted that the flood control channel occupies an additional 24 acres and Lockman assumes the eight acres of the channel could be covered to become park land. He adds, however, that a legal interpretation is necessary to determine if land occupied by the channel is considered park land and could be used for park replacement. Sixteen acres of the channel would be required for Pasadena Freeway reconstruction.

Total park land in Los Angeles and South Pasadena for the two freeway projects is 69 acres, according to the Lockman report. His study indicates that land is

park land without acquiring additional homes.

Reynolds, however, believes even more park land can be made available along the historic slide area along Monterey Road at the Los Angeles-South Pasadena border.

The Lockman report indicates a triangle of land between the Los Angeles city limits, Monterey Road and an interchange road providing access to the Long Beach Freeway from the Pasadena Freeway could be purchased and dedicated to

that area could be made into park land. **HOMES**

He believes home owners would be willing to sell their property at fair market value since the homes are built on what is now unstable land, subject to land slides. The last slippage occurred in 1969, causing Monterey Road to fracture and slide several inches.

The land would be excavated and recompacted, stabilizing it. Reynolds says. Contrary to rumors, no

Highland Park for freeway purchases, according to Reynolds. The only Highland Park homes taken would be in the slide area, he says.

Reynolds further notes that reconstruction of Pasadena Freeway — a project already planned by the Department of Transportation in the 1990s — would take fewer Highland Park homes than a proposed ramp reconstruction project announced by

One local school, Loreto Street, has been set for corrective action by the state, after a noise reading of 60 plus decibels was recorded at the school.

STATE PAYS BILL

The others — Irving Junior High, Hillside Elementary, Dorris Place

(Continued on Page 2)

NE schools enrollment still up

With one month left to report on, local schools area H continues to be one of only two areas in the district to show an enrollment increase this year over last.

Overall in the city, grades K-12 showed a drop of 10,635, going below the 600,000 mark for the first time in recent years.

The enrollment as of May 24 was 599,304 in the city. Biggest drop was in elementary schools, which showed a decline of 8767, as compared to 571 in kindergarten and a combined 1279 in junior and senior high school.

In Area H, there was a fractional drop in elementary schools of two students and in junior high school of 52.

Showing increases were (Continued on Page 3)

million from the state earthquake bonds fund to replace the main building at Burbank Junior High and to expand and improve the Highland Park campus.

The application, which is expected to receive routine approval, will involve about 100,000 square feet of new building area, to provide classroom space for 1246 pupils.

Some temporary buildings now being moved onto the site will remain to provide classroom space for the rest of the Burbank student body when the new building is finished, in 2½ to 3 years.

The replacement building will consist of a main and auditorium building, lath house and portable building.

(Continued on Page 3)

Woman struck, killed by car Saturday night

A 41-year-old Highland Park woman was killed and her 36-year-old husband seriously injured Saturday night when they were struck by a car at the corner of North Figueroa Street and Tipton Way.

Iris Gertrude Andrews, 6223 Burwood Ave., pronounced dead at the scene.

(Continued on Page 3)

he said. The 13th District includes all or most of Cypress Park and Glassell Park, and about half of Highland Park.

WORK PERMIT

The Stevenson representative said that the jobs are offered on a first come, first serve basis, and he said local youths must return their applications the next day and to have with them a work permit and a social security card.

Signups for 600 to 700 jobs which will be available in the 14th district will also be offered beginning Monday, at the Eagle Rock City Hall, United Community Efforts office on Olympic Blvd., and at the Model Cities office in the old city jail, on Ave. 19.

The 14th district includes El Sereno and Lincoln Heights, and a portion of Highland Park, and Eagle Rock, along with Boyle Heights.

Some 5200 young people will be employed in the program citywide, and will be paid \$2 an hour for 225 hours of work between July 1 and Aug. 30.

SECOND PROGRAM

Meanwhile, a second youth employment program which will provide some 10,000 job slots appeared headed for problems, both because of Congressional delays in funding the program and because of a possible dispute

(Continued on Page 2)

Ave. 51

Project goes to bid next year

By Charles Cooper

The \$1.9 million project to widen and improve Ave. 51 between Coringa Drive and Oak Grove will go to bid in February of next year,

Councilman Art Snyder said last week.

An announcement that the county was making \$306,300 available for the project was made last week by Supervisor Ernest E. Debs.

Snyder said the money represented half of the right-of-way acquisition costs of \$606,600, and said the county

has agreed to pay a total of \$852,500.

The city has budgeted \$187,243 in gas tax money next year, the remaining money needed for the work, Snyder said.

Work will be completed by the end of 1975, leaving two

(Continued on Page 2)

Votes of Lawmakers

Child abuse law wins Senate vote

Local senator David A. Roberti (D-27th) voted for a bill requiring doctors, teachers, and other persons dealing with children to report suspected cases of abuse and child beating. Senator John Harmer (R-21st) did not vote.

No votes were reported in the Assembly by Capitol News Service for June 5-7, period surveyed:

SB 1966 (Mills) — Authorizes the San Francisco Bay Area Rapid Transit District to continue to impose the ½ percent retail transaction and use tax upon approval of boards of supervisors of each county within BART district. Passed 21-10. To Assembly. Harmer and Roberti voted yes.

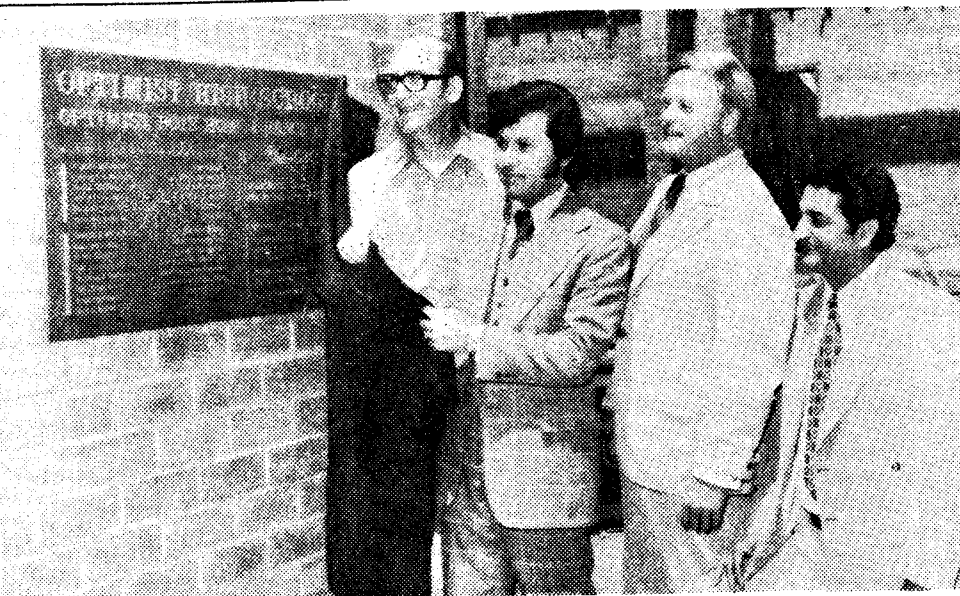
SB 1506 (Petris) — Requires

child care center administrators, and social workers to report cases of suspected sexual molestation of minors and suspected cases of inflicted physical or mental suffering to local authorities. Senate gives final approval, 25-0. To Governor. Roberti voted yes; Harmer did not vote.

SB 397 (Petris) — Establishes the right of a married woman to transact business with security brokers in her own name for purposes of buying and selling stocks and bonds without husband's consent. Senate gives final approval, 26-0. To Governor. Neither local senators voted.

SB 1942 (Gregorio) — Requires school district to

(Continued on Page 3)



Dedicate Optimist High School

New \$200,000 Optimist Boys' Home High School on North Figueroa was dedicated in ceremonies Sunday by (from left) were Phil Infelise, Optimist governor; Art Gastelum, representing Mayor Tom Bradley; Art Snyder, 14th District Councilman, and Howard Nariman, director of Optimist Home. Structure, which will consist of two buildings and 10,000 square feet, will serve 36 youngsters at the home.

Ave. 51 project work planned

(Continued from Page 1)

links to complete the long-planned Northeast Blvd. concept.

One remaining section is widening and improvement of Baltimore Street between Ave. 50 and Ave. 51, which is budgeted for \$50,000 in plans

money for 1974-75.

Snyder said an important part of the project will be going to bid this month, the realignment of Marmion Way as it crosses North Figueroa Street.

At present, Snyder said, drivers wanting to go from Marmion onto Pasadena Ave. must turn right onto North Figueroa and left onto Pasadena Ave.

The 92,250 realignment project will eliminate this jog, allowing traffic to flow freely from Marmion to Pasadena Ave., he said.

ROUTE

Once the whole project is completed, traffic will be able to go from Five Points in Lincoln Heights, which has been realigned and improved, up Pasadena Ave.,

onto Marmion Way, from Marmion onto Ave. 50 in an improved intersection, Ave. 50 to Baltimore Street, Baltimore to Ave. 51, Ave. 51 to Oak Grove, Oak Grove to Townsend and Townsend to Colorado.

The route will provide an important backbone street connecting the entire Northeast LA area, Snyder said.

He said when the work is finally done, he will poll local residents on whether they want to rename the entire length of the route as Northeast Blvd.

"It will be the most important street improvement project in the local area since the completion of Figueroa Street", Snyder said.

(Continued from Page 1)

the state in May. The ramp project is scheduled for construction in 1977-78 and would cost at least \$3.8 million, depending on final costs to acquire the right-of-way. The work would include upgrading and modification of 16 freeway ramps from Ave. 43 to Fair Oaks Ave. in South Pasadena.

The state says the work is required because of the antiquated nature of the 33-year-old freeway, danger for cars entering the route which must stop before entering the driving lanes and the high accident rate. 2.57 accidents per million car miles, 50 percent higher than the state average for freeways.

DANGEROUS

South Pasadena officials say the dangerous driving conditions on the Pasadena Freeway will only become worse when the Long Beach Freeway is completed, regardless of which route is ultimately constructed. The Pasadena Freeway will be forced to accommodate thousands of additional cars daily, resulting in more accidents and congestion.

Adoption of the westerly route, say South Pasadena leaders, will require reconstruction of the Pasadena Freeway to a facility capable of handling the vastly increased traffic load.

Easily incorporated in the design of the rebuilt Pasadena Freeway would be Santa Fe Railroad tracks, allowing abandonment of its right-of-way through the Highland Park business district and further commercial development of that area, says Reynolds. The tracks would enter the freeway median at approximately Ave. 34.

Reconstruction of the freeway would eliminate the 40 mile-per-hour curve

where the Santa Fe trestle crosses. The existing freeway pavement could then be removed and the land made into additional park facilities, says Reynolds.

The hill east of the flood control channel (L-4 on the map) could be shaved, providing several additional acres of park land.

EFFECT ON PARKS

Following is an examination of the effect on parks shown on the accompanying map and explained in the Lockman report. The "L" numbers indicate park land in Los Angeles and "S" numbers refer to South Pasadena parks.

L-1 — 0.27 acres on west side of Pasadena Freeway, east of Ave. 57 and south of Hermon Ave. Area is relatively level and contains four trees but no turf or ground cover. It contains no park improvements and is used only as open space. Traversed by the realignment of Ave. 57, the area will be used for freeway purposes.

L-2 — 13.68 acres east of Pasadena Freeway and south of Herman Ave. Area is hilly, undeveloped and unimproved. Vegetation includes wooded, natural shrubs and weeds. There are no park improvements. The flood control channel occupies 1.03 acres and the remainder is used as open space. Pasadena Freeway widening will take 2.94 acres. Remainder could be used for park purposes.

L-3 — 23.09 acres east of the Pasadena Freeway between Ave. 60 and Herman Ave. Land use includes lawn bowling, tennis courts, children's playground, benches, trophy room building, maintenance yard, turf and trees. The Pasadena Freeway widening will take 5.53 acres, although 4.23

acres can be reclaimed by covering the channel and another .55 acres of old Pasadena Freeway would also be available. The net use of park land is 0.73 acres.

L-4 — 18.47 acres on east side of Pasadena Freeway between Ave. 60 and Santa Fe Railroad. About 1.5 acres is improved with turf and trees. Flood control channel uses 3.0 acres and remainder is open space. Freeway widening would take 10.52 acres and three acres could be reclaimed by covering the channel. Abandoned existing freeway land would provide an additional 2.2 acres, leaving a net use of park land of 5.32 acres.

L-5 — 7.23 acres on west side of Pasadena Freeway between Ave. 60 and Santa Fe Railroad. Land use includes picnic grounds, benches, barbecue, children's playground. Freeway widening will have no effect and park would be contiguous to sites L-4 and L-6.

L-6 — 7.20 acres on east side of Pasadena Freeway between Ave. 64 and Santa Fe Railroad. Area is mostly hilly and split by flood control channel. Growth includes trees, bushes and weeds. The flood control channel uses 2.76 acres and rest is open space. The freeway widening would take 3.22 acres and 2.76 acres could be reclaimed by covering the channel. The vacated railroad (3.74 acres) and old freeway (3.3 acres) would be available for park use, leaving a net increase of 6.58 acres for park use.

L-7 — 1.94 acres on west side of Pasadena Freeway between Arroyo Glen St. and Santa Fe Railroad. The area is flat, improved and planted for park use. The old Pasadena Freeway would be abandoned, allowing for expansion of the park to the east.

L-8 — 1.07 acres on west side of Pasadena Freeway south of Ave. 64. The area is

a few trees and some ground cover. There is no land use at present although abandonment of the Pasadena Freeway curve will allow the parcel to become part of a larger parcel.

L-9 — 9.09 acres east of the Pasadena Freeway between Ave. 64 and York Blvd. The area is flat and improved with turf and trees. Freeway widening will take 5.09 acres, including 2.76 acres of existing flood control channel. The remaining four acres will be used for the westerly route of the Long Beach Freeway.

L-10 — 14.80 acres east of Pasadena Freeway between York Blvd. and Los Angeles city limits. Area is flat and graded with trees but no turf and is used as open space. The freeway widening would take 12.55 acres, including 4.80 acres of flood control channel. The westerly route would take an additional 9.38 acres, leaving 29.02 acres for park use. The golf course operation would not be affected.

L-11 — 1.25 acres west of the Pasadena Freeway and north of York Blvd. The area is flat and native growth includes trees and bushes. The California National Guard occupies one-half acre which is grassed and has some parking. The Pasadena Freeway widening and westerly route would have no effect on this parcel.

L-12 — 0.27 acres west of the Pasadena Freeway and northerly of Salonica St. The area is flat and graded but contains no vegetation. The land is not used and the freeway widening and

westerly route would have no effect.

L-13 — 10.36 acres north of the Pasadena Freeway and west of the Los Angeles City limits. The area is flat and growth consists of trees and bushes. The area fronting on San Pascual Ave. is improved and back section is graded. There are benches and land is used as a park. The freeway widening and westerly route would have no effect.

S-1 — 46.2 acres in South Pasadena between city limits, Pasadena Ave. and Arroyo Drive. Area is flat and improved with a paved road. Land use includes a three-par golf course and 200 yard driving range, clubhouse, pro shop and restaurant. Small area at Pasadena Avenue is slightly hilly, wooded, unimproved and vacant. The Pasadena Freeway widening would take 7.80 acres including 2.98 acres of existing flood control channel. The westerly route would take an additional 9.38 acres, leaving 29.02 acres for park use. The golf course operation would not be affected.

S-2 — 32.3 acres north of the Pasadena Freeway between South Pasadena city limits and Arroyo Drive. The area is flat with a paved road and parking. Land use includes softball diamonds and spectator stands and equestrian trails. The flood control channel occupies 2.3 acres.

There would be a negligible amount of land use for widening of the Pasadena Freeway while the westerly route would take 5.22 acres.

Summer job signups

(Continued from Page 1)
in the administrative end of it.

The City Council Monday adopted a budget of \$53,340 to staff the administration with 152 employees, but attached an amendment to give the council priority in filling 102 of the staff jobs.

STAFF JOBS

The amendment, by Councilman Art Snyder, passed 10-1. It would instruct the mayor to appoint council nominees to two-thirds of the staff jobs, with the council

receive them on the basis of need, with the two local districts expected to get a large number.

However, Tuesday the council reversed itself, and voted 12-1 to restore hiring authority to the mayor's office. Motion was by Councilman Gilbert Lindsay, who had voted Monday for the Snyder amendment.

Council members were told hiring decisions had been largely made, with consultation of council field deputies, and that any change now could bring

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(Continued from Page 1)

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or by the school district, with the state paying the bill in either case. A board report explained that any work on actual school facilities will be done by the district, in a cooperative agreement with the state, while construction of sound walls or barriers would be done directly by the state.

Delevan Drive Elementary, which lies directly by the new Glendale Freeway, will have its sound attenuation needs taken care of as part of the freeway contract, the report said.

Cutoff point for the schools included was a reading of 50 decibels in any classroom, library or multipurpose building. All local schools registered readings of 60 plus, with the exception of Bushnell Way, where the reading was not recorded.

The noise attenuation projects grew out of what has been called the Mark Keppel law, which was introduced by Senator Al Song of Alhambra, with first priority laid to correcting problems at Keppel High School in that city.

jobs having the most stain nominees. On that basis, both local districts would be heavily represented, and some areas which will have fewer jobs will have less say in administering the program.

There was speculation Mayor Tom Bradley might veto the appropriation ordinance because of the amendment, which was opposed by Councilman David Cunningham, the lone "no" vote.

Earlier, hopes were expressed that 10,000 jobs might be available to begin July 1, but there was some doubts this week that the date could be achieved.

When the jobs are apportioned, districts will

The Old Timer



"Some people get the credit for thinking, but all they do is know how to frown."

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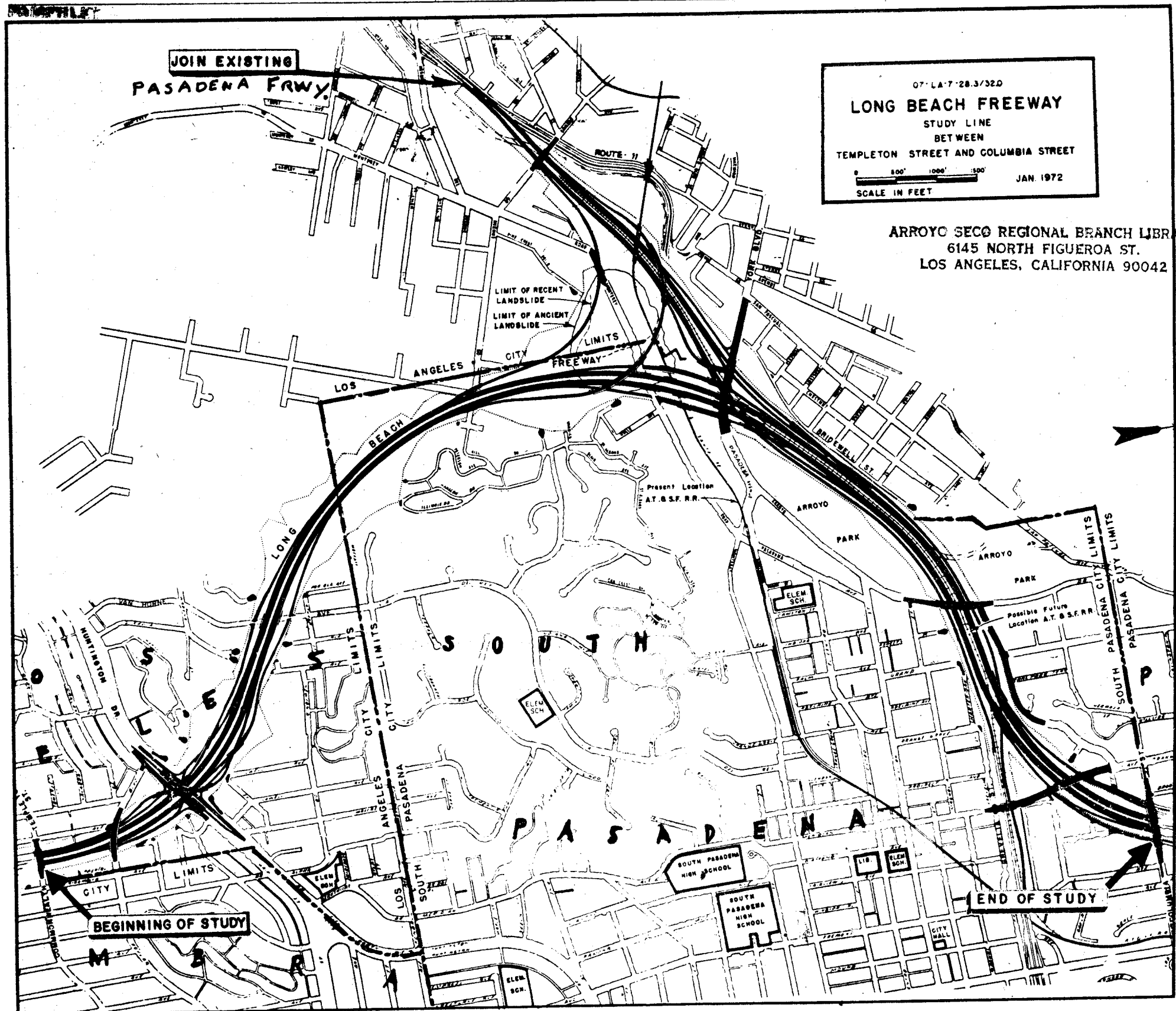
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Cluny 86.8°	15.49	14.98
Cutty Sark 86°	19.99	18.49
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MacKintosh 80°	12.39	11.99
Teachers 86°	16.80	14.98
Ushers Green Stripe		
86°	12.99	11.99
White Horse 86°	18.50	15.95

BOURBON & BLENDED WHISKEY		
Calvert Extra 86°	11.99	9.99
Canadian Mist 80°	11.99	10.99
Fleischmann's Preferred 90°	11.79	10.95
Four Roses 86°	12.99	11.49
Imperial Blend 86°	11.65	10.49
Old Grand Dad 86°	15.50	13.99



Long Beach Freeway westerly route

The westerly route of the Long Beach Freeway, as proposed by the city of South Pasadena, crosses into a small portion of Highland Park at the York Blvd. bridge where it would meet the existing Pasadena Freeway. An amendment to Assembly Bill 2225, introduced by Assemblyman John L.E. "Bud" Collier, would terminate the designation of the Long Beach Freeway at York Blvd. bridge, forcing the state to adopt a westerly route. A new leg of the Pasadena Freeway would be constructed from Pasadena Ave. to the Foothill Freeway interchange now under construction in Pasadena. The route would begin to swing north at Templeton St. in El Sereno, cross Huntington Drive near Stillwell Ave., cross Van Horne Ave. near Lathrop St., swing west as it crosses the Los Angeles-South Pasadena border, cross Monterey Road in South Pasadena north of Kollie Ave. and meet the Pasadena Freeway at York Blvd.

bridge. The map shows two, eight lane freeways, the Pasadena and Long Beach, beyond the York Blvd. bridge to Columbia St., a design feature requested by Pasadena which opposes co-mingling of traffic. Jess Reynolds, a retired State Division of Highways engineer who participated in the design of the route, says by co-mingling traffic a single 12 lane freeway could be built, saving approximately 100 feet of right-of-way width required for the additional four lanes. The westerly route would also require reconstruction of the Pasadena Freeway to Ave. 57, eliminating the 40 miles-per-hour curve at the Santa Fe Railroad trestle. The map also includes provisions for incorporating Santa Fe tracks in the freeway median, allowing further development of the Highland Park business district where the tracks are now located.

SUNDAY
**GREEN
SHEET**

69TH YEAR — NO. 34

5420 NORTH FIGUEROA STREET LOS ANGELES, CALIFORNIA

SUNDAY, APRIL 28, 1974



Hale House to be open May 6-10

The Hale House in Heritage Square will be open to the public May 6-10, from 11 a.m. to 3 p.m. as a salute to National Historic Preservation Week.

The dining room has been completely renovated and furnished, and painters are now working on the outside of the house to restore its original colors. The entire house will be open to the public.

Hostesses for the showings will be members of the Board of Directors of the Cultural Heritage

(Continued on Page 2)

State plan to use LH

\$5.8 for a



Bu
Burbank Junior High School bungalows which will be main building, which demolished this summer, fall of 1976. The portabl

Long Beach Free

New group westerly

Opposition to the plan for the Long Beach Freeway is being led by a newly formed Homeowners' group which supports the route through the freeway.

The adopted route cuts through El Sereno, South Pasadena and Pasadena from the current terminus of the Long Beach Freeway at Valley Blvd. to an interchange with the Foothill Freeway now under construction above Colorado Blvd. in Pasadena.

The portion of the route through El Sereno was adopted in 1953 and the South Pasadena leg in 1964.

es help students

the expelled student has a chance to further disrupt the school and also to join in with gangs.

ACTION PLAN

In addition to community programs and long-term counseling for expelled students, Wickham urged that each school develop an emergency action plan to deal with disruptions on campus.

The SAC presentation was opened by chairman Mike Pralle, who serves as the student's non-voting representative with the board.

He reported that the council had dealt with a number of issues during the year, including censorship of school newspapers, the "smoking bill", Senate Bill,

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Long Beach Freeway route Apartment house dispute

(Continued from Page 1)
state to adopt the westerly route. A new leg of the Pasadena Freeway would be constructed from Pasadena Ave. to the Foothill Freeway interchange.

The bill is now in the Senate Transportation Committee. If it is approved by that committee it goes to the Senate Finance Committee and then to the full senate. If the upper house approves the amendment, it is returned to the State Assembly for concurrence and then to the governor's desk for his signature.

ALHAMBRA

Darcy Quinn, Alhambra city councilman and an opponent of the bill, said Thursday that it is his understanding that the bill was amended to keep it in committee. "I understand that we were bringing it out of committee because we have votes enough to kill it," Quinn said.

Joe Schabin, legislative aide to Sen. David Roberti (who also opposes AB 2225) had earlier expressed the opinion that the bill would not get out of committee because Sen. John Harmer had withdrawn as co-sponsor.

Two recent meetings in Highland Park brought neighborhood groups together to compare notes on the status of the controversial route. On April 18 citizens from Highland Park, El Sereno and South

— the greater cost of the westerly route — is wrong because \$31.5 million of that is for reconstruction of the Pasadena Freeway, which would have to be spend anyway," Burgess said.

UP GRADE EXITS

"I have learned from the state highway department that this is not so. The state plans to spend only \$2.5 million upgrading the exits on the Pasadena, and there is nothing in the current plans — covering the next 20 years — for reconstruction of the freeway."

Those favoring the westerly route point out that rebuilding the Pasadena is desirable because it is dangerous and antiquated. State officials say that the freeway, which opened in 1940, has a safety record comparable to other Southern California freeways: 2.66 accidents per million cars.

Arguments given by the opponents of the westerly route, in addition to the loss of parklands, are the alleged greater cost (the \$46 million figure), the need to go through slide-prone and hilly areas, the greater length (one mile) of the westerly route, and the channeling of the Long Beach Freeway traffic into the arroyo (a total of 200,000 cars daily, according to official estimates), increasing smog and trapping it in the arroyo.

Westerly Route maintains that acceptance of the route will allow completion of the Long Beach Freeway, which South Pasadena will otherwise oppose through whatever litigation is possible. They state that the route would preserve the city of South Pasadena and that fewer schools will be affected by the westerly route.

At the April 24 meeting with opponents of the westerly route, Baer of South Pasadena said that the number of students displaced by the route would be 100 fewer than those on the Meridian Route.

(Continued from Page 1)

objects thrown at passing cars from the roof of the building.
mayor's office and City Council and the owner and manager of the Monte Vista Arms.

Monte Vista Elementary School officials have expressed concern over reports of garbage thrown into the hallway and out windows, creating a health hazard for students who live in the building.
A petition was initiated by area parents after several incidents involving people living in the apartment house and those loitering in the area created an atmosphere of "intimidation" towards the rest of the neighborhood, police said.

More than 140 incidents of crime have taken place near Monte Vista St. and Ave. 53 in the last two months, according to police. One of the major problems has been

private security guards by the owner of the building to patrol the apartment during certain hours will also be discussed at Monday's meeting.

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representatives of Councilman Art Snyder, Mayor Tom Bradley, and Assemblyman Richard Alatorre.

A lawsuit on behalf of the city of South Pasadena resulted in the order for "environmental impact studies" on both the adopted and westerly routes. The EIS also determine the effect of partial completion of the link between Alhambra and Pasadena.

PASADENA OPPOSED

Pasadena, and Alhambra have taken official positions insisting on completion of the link along the adopted route.

A spokesman for the link conducting the study, Mann, Johnson & Mendenhall, said the draft version of the report is now being edited for distribution in September.

"We'd originally hoped to have it ready and begin public hearings in April," said Myra Frank. "Now, rather than go into hearings during the summer when so many people are away, we'll begin in September."

Sam Burgess, who was designated chairman of the several neighborhood groups opposing the westerly route, said, "This path would take 40 acres of the Arroyo Seco parklands. We don't think most people in Highland Park and El Sereno are aware of this threat."

Burgess said findings of a survey conducted in connection with the EIS which showed that the residents of Highland Park and El Sereno considered themselves far less informed about the Long Beach Freeway extension than South Pasadenans considered themselves.

Between 13 and 15 percent in El Sereno and Highland Park judged themselves well-informed, around 52 percent somewhat informed, and approximately 25 percent not informed. In South Pasadena the approximate figures were 64 percent well-informed, 31 percent somewhat informed and five percent not informed.

ALERT RESIDENTS

"Our mission will be to alert the population here to the arguments for and against — and especially the park issue," Burgess said. A series of "Save the Arroyo" meetings will be held in Highland Park beginning in May.

On April 24 representatives of the "Save the Arroyo" group met with Rex Baer, chairman of the Committee from the Westerly Route, and retired state engineer Jess Reynolds, who also favors the route.

"We want to be very fair," Burgess said. "We want to be sure that we understand all the arguments of the South Pasadena committee pushing for this route."

He said that one of South Pasadena's major arguments is that the costs of the two routes are comparable.

"They say that the \$46 million figure the state uses

New group opposes westerly alignment

Opposition to the proposed westerly route of the Long Beach Freeway was voiced this week by a newly formed Highland Park community group which supports the state adopted path of the freeway.

The adopted route cuts through El Sereno, South Pasadena and Pasadena from the current terminus of the Long Beach Freeway at Valley Blvd. to an interchange with the Foothill Freeway now under construction above Colorado Blvd. in Pasadena.

The portion of the route through El Sereno was adopted in 1953 and the South Pasadena leg in 1964.

South Pasadena has opposed the adopted route for 10 years, saying a total of 694 living units would be taken whereas the westerly route would take 380. The adopted route would take 305 living units in Los Angeles, all in the El Sereno area, while the westerly alignment would take 466 in El Sereno and a small portion of Highland Park.

PROPOSE ROUTE

The South Pasadena City Council several years ago proposed a westerly alignment which would curve west of the Monterey Hills and connect with the Pasadena Freeway before curving east again to meet the adopted route at Columbia St., the South Pasadena-Pasadena border.

Assemblyman John L.E. "Bud" Collier last year introduced a bill, AB 2225, which would have deleted the South Pasadena leg of the freeway.

Several weeks ago he added an amendment which would terminate the Long Beach freeway near York Blvd. Bridge at Pasadena Ave., thereby forcing the