How 1 day in Dallas changed many lives

ALLAS — We passed through the triple underpass and I said, "This gets to me every time."

"Me, too," said Kathleen Livingston, who was in the car with me.

"I guess it gets to everybody," I said.

Kathleen didn't say anything.

Later I found out why. The triple underpass, of course, is the structure just down the street from the Texas School Book Depository. Those words — "triple underpass," "Texas School Book Depository," "grassy knoll" — those words will forever have meaning to anyone who is old enough to remember the events

of Nov. 22, 1963. When Lee Harvey Oswald, waiting in the Texas School Book Depository, fired the rifle shots at President John F. Kennedy, the world changed. Every time I am in a car that drives along that same route — a common route in downtown Dallas — I feel a chill.

"It's so hard to imagine that the president's motorcade was driving right along that street," I said to her. "He was right there.'

KATHLEEN LIVINGSTON DOES, too, although for a

"And my daddy," Kathleen Livingston said. She paused for a second.

"And my daddy," she said again.

different reason.

Kathleen Livingston is 41 now, married and the mother of five children. In 1963 she was Kathleen Carter, a 16-year-old junior at McCallum High School in Austin. Her father, Cliff Carter, was an administrative assistant to Vice President Lyndon B. Johnson. The family had been living in Washington during the Kennedy administration but had moved to Austin in September 1963 so that her dad could assist in the South in the anticipated 1964 re-election campaign.

"I knew that he was in Dallas that day," she said. "I knew that he was traveling with President Kennedy and Vice President Johnson. But I didn't give much thought to it." She and her friends heard on the radio that there had been

a shooting.

"We heard that the president had probably been hurt," she said. "Then a little bit later we heard that John Connally had been hurt, too, and there was a report that a Secret Service agent might have been shot.

"I don't know why, but it just didn't occur to me that my father might have been in danger. You're young like that, your father's this big person in your mind — you don't think that he can be hurt."

Still, she and her younger sister went to the principal's office and asked for permission to go home and be with their mother.

"By the time we got there, my mother had just gotten off the phone with my dad," she said. "He was calling from Air Force One. He had been in the motorcade, and he was getting ready to head for Washington. He wanted us to know that he was all right. He also had the names and phone numbers of the wives of some Secret Service agents. He wanted my mother to call the agents' wives to let them know their husbands were safe."

WITHIN A WEEK the Carter family had moved back to Washington. By 1971 Lyndon Johnson was out of the White House. Kathleen Carter was married by then, and living in Texas again; she had just given birth to her third child.

Kathleen's father was still living in the Washington area. He died that year, at 53. She flew to be with him as soon as she heard he was ill, but by the time the plane landed in Washington he was dead. She never got a chance to say goodbye in person.

"I guess everyone's life changed on that day in 1963," she said. "History changed. But my life changed specifically. If we hadn't moved back to Washington I wouldn't have met my husband, and we wouldn't have had our children.

"On one of the anniversaries of President Kennedy's death — I think it was the 20th — one of the TV stations here in Dallas showed footage of that day. There was film of Vice President Johnson at Love Field. My husband and I were watching the film of the vice president shaking hands with everyone in the crowd — and all of a sudden there was my daddy, standing next to him. I had never seen that film. My daddy had been dead for years — and there he was."

She realizes that when people pass by the Texas School Book Depository, they think of John F. Kennedy. She thinks of someone else.

CORRECTION

Information that Ronnie Har-

mon has reimbursed the Universi-

ty of Iowa more than \$8,000 was

obtained in a Gazette interview

with Ann Rhodes, U of I assistant

in Wednesday's Gazette erro-

neously said the information on

Harmon's repayment was includ-

ed in a special committee report

on the education of student-

athletes at Iowa.

An edited version of the story

vice president for finance.

City transit OK in private hands: Study

Private companies can lower costs and offer better service

By Bill Brewer Gazette Des Moines Bureau

DES MOINES — Cities could offer better service and at a lower cost to users by turning over all or part of their public transit systems to private business, a study by a Washington, D.C.-based institute shows.

According to the study by the American Legislative Exchange Council, cities that contract their transit services to private carriers can offer the same or increased levels of service to the public without increasing taxpayer subsidies. In some instances, services can be expanded with reductions in subsidies or fares, the study says.

The council is composed of 2,000 legislators from all 50 states.

"Among all public services, perhaps none is more ripe for privatization than public transit," said Wendell Cox, the author of the study.

Cox, who spearheaded the privatization of the transit system in Los Angeles, said his study found that competition to land and retain government contracts has encouraged private firms to operate transit systems more efficiently.

The study showed that costs-per-mile to operate public transit systems increased by 350 percent from 1970 to 1985, or by twice the rate of increase experienced by private bus companies.

Cox said most of the disparity is caused by high labor costs at public transit systems where the average driver earns more than \$36,000 in wages and fringe benefits annually.

Cox cited the Fort Wayne, Ind., transit system as an example of one that rebounded under private management. The system, in an effort to stem sharp losses in ridership contracted out its most expensive routes to private carriers, beginning in 1985. The conversion enabled the system to restore service to its 1980 levels, cut fares by 33 percent and boost ridership by 42 percent within two years, the study showed.

Bill Hoekstra, director of the Cedar Rapids Transit Department, said he agrees with the study's conclusion that cities can save money and provide good service by contracting some

transit services to private carriers. He said Linn County's LIFTS system provides paratransit services in Cedar Rapids for about one-

third of what it would cost the city to provide the service. "Privatization has, in that respect, been good to us," he said. However, he said he

doubts the city would realize any savings by allowing private carriers to take over the city's 12 bus routes.

"For a system the size of say a New York, I can see that there is some room for privatization. But it

only costs me about \$25 an hour to put a bus and a driver out on the street," Hoekstra said. He noted the city took over the bus system in 1978 because private carriers and a quasigovernmental transit authority were unable to

provide "the kind of service the city wanted." "The system was always in trouble,"

Hoekstra said.

BIII Hoekstra



AP photo

former Black Hawk County

In late February, members of

the Waterloo Police Protective

Association voiced support for the

police investigation being con-

DCI agents began contacting

potential witnesses in March, and

the number of investigators in-

creased from four to seven, au-

for the department for 21 years,

was placed on paid administrative

leave after Stessman's trial.

Hermansen, who has worked

Magistrate Patricia Meany has

dismissed the misdemeanor

charge against Stessman, saying

that the city failed to prove its

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Flower children

Five children wearing headdresses pretend they are posies during the annual Daffodil Days festival in Boston. The festival, being held this week, is sponsored by the American Cancer Society.

Grand jury probes allegations of Waterloo police corruption

WATERLOO (AP) — A grand jury is hearing testimony this week in a wide-ranging investigation into allegations of corruption in the Waterloo Police Department.

Grand jury members are hearing testimony in a sealed room at Waterloo City Hall in the investigation that began a month ago under the supervision of special prosecutors David Dutton and

John J. Hines. Seven agents from the state Department of Criminal Investigation have interviewed more than 200 people, including almost all the members of the Waterloo police force.

"We just want to see what happens and take the appropriate action if any is necessary," said Waterloo Mayor Bernie McKinley.

Waterloo Police Chief Roger Shook said "it would be premature" for the department to consider taking any action until the grand jury concludes.

The investigation has widened from its initial focus on allegations a police lieutenant was abusing his authority.

Allegations were made against Waterloo Police Lt. William Hermansen during the misdemeanor trial of Waterloo auto repair shop owner Ken Stessman. Stessman, 33, was accused of disturbing the public quiet by making threats.

STESSMAN AND his attorney, Jay Roberts, said during Stessman's Jan. 23 trial that Hermansen pursued personal vendettas by ordering the arrests of people he didn't like.

Roberts said Hermansen ordered Stessman's arrest on a complaint that Hermansen should have known was unwarranted because Stessman's neighbor had made many previous complaints.

Roberts said the police lieutenant had Stessman arrested because he didn't like him. Investigating officer Richard

Knief testified the arrest was warranted and said allegations made by Stessman against Hermansen were unfounded.

The Waterloo Police Department began an internal investigation, but Roberts claimed a police cover-up. Shook asked special prosecutors be appointed to look into the allegations.

DUTTON AND appointed by Black Hawk County Attorney James Metcalf. Dutton is

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for energy, cost savings By Rod Boshart Gazette political writer

DES MOINES - The lowa Senate passed a comprehensive energy conservation package Thursday requiring the state to buy fuel-efficient vehicles, promote energy-efficient lights and adopt other measures to reduce consumption.

"It's a broad-stroke energyefficiency bill," said Sen. Richard Varn, D-Solon, who managed the bill that he said will save the state money by lowering its energy costs by as much as 10 percent. Senate File 419 was adopted on a 47-0 vote and sent to the House.

THE MEASURE requires the state vehicle dispatcher beginning in 1990 to purchase vehicles that have at least a fuel economy rating of 28 miles per gallon, and gradually increases the requirement to at least 40 miles a gallon by 1997 and thereafter.

It also directs the state Department of Personnel to conduct a pilot project during the 1990 summer allowing some state employees to work four 10-hour days so buildings can be closed one more day per week and to report the results by Jan. 1, 1991.

A similar project is required this summer to test the energy savings of "telecommuting" by state workers, whereby they could conduct work at their residences through the use of computer terminals.

The bill was amended to repeal a ban on the sale of gas lamps, which was imposed in 1978.



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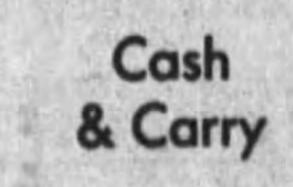


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