

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Minutes of Regular Meeting of
the Board of Directors of the District

March 5, 1968

Upon notice duly given, the Directors of the Southern California Rapid Transit District met at a regular meeting in the District Board Room, 1060 South Broadway, Los Angeles, California, at 10:00 a.m. on March 5, 1968, at which time President A. J. Eyraud called the meeting to order.

Directors Kermit M. Bill, Charles E. Compton, A. J. Eyraud, Jr., Gordon R. Hahn, H. Lee Hale, David K. Hayward, Herbert H. Krauch, Michael E. Macke, Don C. McMillan, Douglas A. Newcomb and Norman Topping were present.

Also present were General Manager Dale W. Barratt; Assistant General Manager Jack R. Gilstrap; General Counsel Milton McKay; Manager of Operations R. W. Gareau; Chief Engineer Richard Gallagher; Director of Public Information R. O. Christiansen; Secretary Virginia L. Rees; and the public.

Approval of Minutes

Agenda Item No. 1, approval of the minutes of the Regular Meetings held February 13 and 20, 1968, was removed from the Agenda.

Certificate of Merit

Director Krauch presented the District's Certificate of Merit to D. B. White, Operator-of-the-Month for March, 1968, in recognition of the outstanding courtesy displayed by Mr. White toward his passengers and the public.

Temporary Route Diversions

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the temporary route diversions affecting Lines 20, 38, 42, 49, 72, 112, 118 and 185, as described in report dated February 27, 1968 filed with the Secretary, be and the same are hereby ratified and approved.

Changes of Bus Stop Zones

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the report dated February 26, 1968 relating to bus stop changes, filed with the Secretary, be and the same is hereby ratified and approved.

Report of Purchasing Agent - Statement of Material and Supplies Account

Pursuant to Section 8.6 E of the Rules and Regulations, the Purchasing Agent's Statement of Material and Supplies Account for the month of December, 1968 was presented to the meeting and was ordered "Received and Filed." A copy of the Statement is on file with the Secretary.

Report of Rapid Transit Planning & Finance Committee on
Final Report

Director Topping, Chairman of the Rapid Transit Planning & Finance Committee, reported that the Committee had no report to submit to the meeting on the Final Report.

Award of Contract - Printing of Final Report

Director Krauch, Chairman of the Legislative & Public Information Committee, reported that the Committee had met and reviewed the bids for the printing of the Final Report, and that it was the Committee's recommendation that the contract be awarded to the lowest responsible bidder, Stationers Corporation, in the amount of \$18,117.75, including sales tax. Director Krauch further stated that it must be recognized that substantial overtime will be required to meet the publication deadline, which will increase the cost over the bid price.

After discussion, upon motion of Director Krauch, seconded and unanimously carried, the following resolutions were adopted:

WHEREAS, on February 21, 1968 the Purchasing Agent advertised for bids (Bid No. 2-6828A) on the printing of 8,000 copies of the Final Report; and

WHEREAS, on February 28, 1968 four bids were received, only three of which met the bid specifications; namely,

Stationers Corporation	-	\$18,117.75
Fashion Press	-	19,512.15
Rapid Blue Print Co.	-	21,000.00

; and

WHEREAS, the Legislative & Public Information Committee has recommended to this meeting that the bid of Stationers Corporation in the amount of \$18,117.75, including sales tax, be accepted as the

lowest responsible bid;

NOW, THEREFORE, BE IT RESOLVED, that the bid of Stationers Corporation in the amount of \$18,117.75, including sales tax, for the printing of 8,000 copies of the Final Report be and hereby is accepted;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to execute a contract on behalf of the District with Stationers Corporation covering the printing of 8,000 copies of the Final Report at a cost not to exceed \$18,117.75, including sales tax (the cost of which is to be charged against A.F.E. 101H); form of contract subject to approval of the General Counsel.

Approval of Sale of 107 Used Surplus Trackless Trolley Coaches

Director McMillan, Chairman of the Operations & Budget Committee, reported that the Committee had considered the matter of the acceptance of the offer to purchase by Lowell Bearing and Parts Company of 107 used surplus trackless trolley coaches, as is - where is, at a total purchase price of \$37,450.00, and that it was the Committee's recommendation that the offer be accepted.

After discussion, upon motion of Director McMillan, seconded and unanimously carried, it was

RESOLVED, that the General Manager be and he hereby is authorized to execute on behalf of the District a Buy and Sell Agreement between the District and Lowell Bearing and Parts Company covering one hundred seven (107) Trackless Trolley Coaches, ACF Brill Trolley Coaches, Types 80, 90 and 91, as is - where is, equipped with a minimum of four pneumatic tires and including certain spare and reconditioned parts, at a total purchase price of \$37,500.00; form of agreement subject to approval of the General Counsel.

Approval of Route Change - Line No. 4

Director McMillan, Chairman of the Operations & Budget Committee, reported that the Committee had considered the matter of extending Line No. 4 to serve the Senior Citizens recreational facility in West Hollywood, and that it unanimously recommended such extension.

After discussion, upon motion of Director McMillan, seconded and unanimously carried, it was

RESOLVED, that the General Manager be and he hereby is authorized to extend Line No. 4 to serve a major Senior Citizens recreational facility in West Hollywood, as recommended by the Operations & Budget Committee and as described in report dated February 28, 1968 filed with the Secretary, effective as of June 16, 1968; subject to the prior approval of the Consulting Engineer;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to make appropriate revisions in the Official Route Authorizations of the District as adopted November 5, 1964 to reflect the above described extension of route.

Report of Operating Department on Joint Management-Union Task Force Committee's Study of Holdups and Crime Conditions

At the request of Director McMillan, Manager of Operations Gareau discussed in detail the "Report of Joint Management-Union Task Force Visit to East and Mid-West Cities to Study Transit Crime Conditions," dated February 28, 1968, which report is attached to these Minutes as Exhibit 1. Mr. Gareau further stated that the Committee will proceed on the basis of the recommendations contained in the report.

Thereupon, Director McMillan, Chairman of the Operations & Budget Committee recommended that the Report be received and

filed, and that the Joint Management-Union Task Force Committee be commended for the excellent work it has done in this respect.

After discussion, upon motion of Director McMillan, seconded and unanimously carried, it was

RESOLVED, that the Report of Joint Management-Union Task Force Visit to East and Mid-West Cities to Study Transit Crime Conditions, dated February 28, 1968, presented and discussed at this meeting and attached to these Minutes as Exhibit 1, be and the same is hereby received and filed;

RESOLVED FURTHER, that the Joint Management-Union Task Force Committee be and hereby is commended for its accomplishments with respect to the study on transit crime conditions.

President Eyraud suggested that a commendatory letter be sent to Chief of Police Reddin for his valuable assistance and cooperation in respect of the matter.

Report of Nominating Committee and Election of Officers

Director Topping, Chairman of the Nominating Committee, reported that the Committee met before the Board Meeting and unanimously nominated Director Don C. McMillan, as President, and Director Herbert H. Krauch, as Vice-President, of the Board of Directors for the ensuing year.

After discussion, upon motion of Director Topping, seconded and unanimously carried, it was

RESOLVED, that the following officers of the District be and they hereby are elected to serve from March 5, 1968 to March 4, 1969:

For President: Don C. McMillan
For Vice-President: Herbert H. Krauch

Authorization to Sign Orders and Certificates

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the Bank of America National Trust and Savings Association as a designated depository of the Southern California Rapid Transit District be and it (including its correspondent banks) is hereby authorized, requested and directed to honor all checks, drafts or other orders for the payment of money drawn in the District's name on its accounts (including those drawn to the individual order of any person or persons whose names appear thereon as signer or signers thereof) when bearing the facsimile signatures of the following, as indicated:

<u>Signed by:</u>	<u>Countersigned by any one of the following:</u>
H. L. Black, Treasurer	Don C. McMillan, President
J. L. Pujol, Assistant Treasurer	Herbert H. Krauch, Vice-President
T. V. Collins, Assistant Treasurer	Dale W. Barratt, General Manager
W. Taylor, Assistant Treasurer	

and the Bank of America National Trust and Savings Association (including its correspondent banks) shall be entitled to honor and to charge the District for all such checks, drafts or other orders for the payment of money, regardless of by whom or by what means the actual facsimile signature or signatures thereon may have been affixed thereto, if such facsimile signature or signatures resemble the facsimile specimens from time to time filed with the Bank of America National Trust and Savings Association by the Secretary or other officer of the District. That all previous authorizations for the signing and honoring of checks, drafts or other orders for the payment of money drawn on the said Bank of America National Trust and Savings Association by the District are hereby continued in full force and effect as amplified hereby.

RESOLVED FURTHER, that the President and Secretary be and they are hereby authorized to execute a

Certificate of Authority of Officers to the Bank of America National Trust and Savings Association certifying that the officers named therein have been duly elected and are now qualified to sign as such officers on behalf of the District; that the specimen signatures appearing opposite the names and titles on the Certificate of Authority of Officers are the genuine signatures of such officers and that the Bank of America National Trust and Savings Association, Corporate Trust Department, is authorized to recognize these signatures until written notice to the contrary is given to said Bank.

Authorization to Sign Orders and Certificates

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that Don C. McMillan, President, Herbert H. Krauch, Vice-President, Dale W. Barratt, General Manager, H. L. Black, Treasurer, and J. L. Pujol, Assistant Treasurer, of the Southern California Rapid Transit District, be and each of them is hereby authorized - acting alone - to sign orders to the Bank of America National Trust and Savings Association as Trustee under the Trust Indenture dated as of January 1, 1958 for withdrawals from the Construction Fund and any and all other funds wherein the Bank of America requires an order from an authorized person of the District to prepare a check against any such fund, and to sign as Authorized Officer any certificate, report, or other document which may be required by the Bank of America in support of any such order and which under the provisions of the said Trust Indenture must be signed by an Authorized Officer, and to sign such Certificates of Compliance with the provisions of the said Trust Indenture as may be requested by Bank of America; and to sign such Officer's Certificates as may be required by Bank of America National Trust and Savings Association pursuant to Section 4.08 of the Equipment Trust Agreement dated as of September 1, 1961 as supplemented by Equipment Trust Agreement dated as of January 1, 1963, and to sign such Certificates of Compliance with the provisions of the said Equipment Trust Agreement and Supplemental Equipment Trust Agreement as may be requested by Bank of America.

RESOLVED FURTHER, that the General Manager be and he is hereby authorized to appoint an engineer employed by the District to make and execute the certificate required by Section 510 (c) of the Trust Indenture dated as of January 1, 1958 in support of any direction to the Trustee for expenditures to be made from the Depreciation Reserve Fund.

Initiate Relocation of Bus Stop Zones to Farside of Street Intersections, General Manager Directed to

After discussion, upon motion of Director Hahn, seconded and unanimously carried,

The General Manager was directed to undertake a study of the location of District bus stop zones and to initiate and encourage the relocation of bus stop zones to the farside of street intersections in all cases, if not so located, wherein such relocation is deemed advisable.

Commendation of President A. J. Eyraud and Vice-President Kermit M. Bill

Upon motion of Director Hayward, seconded and unanimously carried, it was directed that a plaque be presented to President A. J. Eyraud and to Vice-President Kermit M. Bill in recognition of their services to the District for the year ending March 5, 1968.

Next Regular Meeting

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the next Regular Meeting of the District be held at the District's Board Room in the Transit District Building, 1060 South Broadway, Los Angeles, California, on Tuesday, March 19, 1968, at 10:00 a.m.

Showing of Film, entitled "Public Transportation: Who Needs It?"

President Eyraud announced that the District's film, entitled "Public Transportation: Who Needs It?," would be shown following adjournment of the meeting.

There being no further business, the meeting adjourned.

William K. Ross
Secretary

DEPARTMENTAL

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

1060 SOUTH BROADWAY
LOS ANGELES

DO NOT INCLUDE MORE THAN ONE
SUBJECT IN THIS COMMUNICATION

DATE: February 28, 1968

TO: RAYMOND W. GAREAU

FROM: GEORGE F. GOEHLER and JOE SHAFER

SUBJECT: Report of Joint Management-Union Task Force Visit to East and Mid-West
Cities to Study Transit Crime Conditions

The Joint Task Force Group was composed of two Management employees: - George F. Goehler, General Superintendent of Transportation, Chief Special Agent, Joe Shafer; and the four Local Chairmen of the Brotherhood of Railroad Trainmen: - Messrs. Clark, Haag, McKeon, and White. The entire group was present in New York for the meetings and studies with the New York Transit Authority Management and Union representatives, and Messrs. Goehler, Clark, and White, subsequently visited Philadelphia and Washington, while Messrs. Shafer, Haag, and McKeon, visited Detroit, Chicago, and St. Louis.

Due to the need of giving immediate consideration to our findings in the area of transit crime and methods employed to cope with the resulting problems, the text of this Management report is devoted to a somewhat brief discussion of our observations, studies, and recommendations. A more detailed report, including observations and studies of operating items as well as a listing of the individuals with whom we contacted, will be forwarded in the near future. This report is divided into two parts: Part I - Transit Crime Problems and Methods Employed by Transit Companies, Police Departments, and Unions, to Cope With These Problems; and Part II - Recommendations and/or Discussion of Items for District Operations.

PART I

Transit Crime Problems and Methods Employed by the Transit Companies, Police Departments, and Unions to Cope With These Problems.

A. Transit Crime.

During the year of 1967, none of the six cities visited experienced the number of hold ups of bus Operators that occurred on the RTD; however, D.C. Transit, in the last five months, had a higher incidence than any city in the Nation; for example, 50 hold ups in January of 1968, and 35 through the first 15 days of February, 1968. Most of the hold ups in the East occur as the bandit boards the bus at a stop or terminal as contrasted with many hold ups on

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the RTD occurring after bandits have boarded a bus and ridden as as passenger and subsequently approaching the Operator from the rear of a moving or standing bus.

The number of bus Operators assaulted and injured is far greater in the cities visited than on the RTD.

The number of "snatches" (stealing Operators' changers, equipment boxes, and supplies) is almost ten times greater in New York than on our property. This type of "sneak thievery" is also greater in the other cities visited than on RTD.

The problems of vandalism and malicious mischief (and the resulting equipment damage) far exceeds, in all cities visited, the experience on the RTD. It should be noted that our problems in this area are serious and increasing.

B. Methods Employed to Mitigate, Cope With, or Attempts to Solve Prevailing Transit Crime Problems.

In all of our discussions with Transit Management and Union officials, the consensus was that the most effective deterrent, and perhaps the best approach to a solution, was to increase the number of public law enforcement officers in the high-crime areas.

In Philadelphia, where the Union had threatened to withdraw service from routes operating on certain Lines in northwest Philadelphia, Police Officers were trained as bus Operators and an Officer would drive the bus while another Officer, dressed appropriately in civilian clothes, rode in the rear of the bus as a passenger. On several occasions, hold up men were apprehended and one "shoot out" of a bandit was given wide publicity and crime problems decreased significantly. The Officers were part of a "Special Services" group of the Philadelphia Police and were on the payroll of the Police Department and not employed by PTC.

We also found that in St. Louis, 14 plainclothes armed guards, furnished by a private agency, are assigned to ride high-crime Lines.

Police Officers in some of the cities visited, contact Operators at the terminals during night layovers, chat with them, and have the Operators sign a Police Log indicating that a personal contact had been made.

In many of the cities, Police Officers are present at the loading locations of school children after the afternoon dismissal at Junior and Senior High Schools to assist the Company Supervisors and Operators to keep order and reduce malicious mischief. In Philadelphia, occasionally the Police Officer will be accompanied by one of the trained Police Dogs for psychological purposes with good results.

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In some of the cities, bus loads of rowdy students have been taken directly to the Police Station. However, this was recently done in East St. Louis on request of a Police Sergeant, which caused serious protest by the parents, who, at a Council Meeting, have demanded resignation of the Commissioner of Police.

Most Management and Union groups, except in St. Louis, frown on the "shotgun rider" approach except in the variation that was employed in Philadelphia

Many electronic devices, gadgets, or changes in bus design, have been suggested, investigated, or installed. We also learned (although not confirmed at this date), that the Alameda Contra Costa Company has an R & D grant to study and experiment various gadgets and devices to protect the Operator from robbery and assault.

1. The "Bubble".

New York Transit Authority has made an in-depth study of this suggestion and all other cities considered the idea.

All Management and Union groups lacked enthusiasm for the overall bubble idea; however, three installations akin to this idea have been made. First, a complete heavy wire mesh, metal or plastic shield behind the Operator's compartment to prevent bandits from approaching the Operator from the rear with a gun, knife, or simulated gun; secondly, three bars across the window to the left of the Operator to prevent "snatchers" from reaching into the Operator's compartment; and thirdly, (New York only) a bar about four feet high on the right side of the Operator from the rear of his compartment to the dashboard, to prevent passengers from falling against the Operator or bandits getting too close.

2. Flasher Lights.

New York Transit Authority buses are equipped with a special switch that the Operator can activate with his foot at times of robberies, or immediately after, that creates a blinking situation of all outside headlights, marker lights, and destination sign lights. In Philadelphia, as a result of a State Law, any vehicle standing in unincorporated areas, or on a dark roadway, other than normal parking areas, must have rear and directional signal lights blinking continuously. This system of lights obtains much the same effect as in other cities visited. We learned that in Detroit neither Management nor the Union favored this system of alerting police as they felt it was a dangerous procedure and may result in injury to the Operator.

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3. Equipment Boxes and Changer Chains.

Many buses are equipped with stationary metal boxes for the storage of Operator's excess money, supplies, and tickets. In some instances, the Operator supplies his own lock and in others, a simple, though not apparent, mechanism opens the boxes.

Most buses are equipped with a chain and snap-catch for the Operator's changer which makes it difficult for the "snatcher" to steal the changer quickly.

4. Locked Boxes.

On all properties visited, only Philadelphia and Detroit have locked fare boxes. We learned the other properties were not in favor of locked boxes due to the necessity of furnishing Operator with considerable amount of change.

On Detroit buses, it was observed that on the left side of the front door and right front corner of bus was stenciled the wording "Please Have Correct Fare Ready."

5. Terminals.

Some of the cities are making survey of all terminals to determine that there is sufficient lighting. Also, terminals of high-crime are relocated nights, Saturdays, and Sundays. In addition, Detroit schedules are being rewritten to give major recovery time in downtown areas.

6. Rewards.

In Detroit the Amalgamated Union reported an Operator was fatally shot last year. The suspect was not apprehended until the Union had posted a \$5,000 reward. It was suggested by the Union that Management consider a reward of \$500 to any person for the successful apprehension and conviction of persons robbing or assaulting an Operator.

7. Radios.

All Management and Union groups were of the opinion that two-way radios on buses, and the ability to instantly communicate with Dispatchers or Police, was the most important available aid. New York, Detroit, and St. Louis, have radios on buses and are expanding the number of present installations. Chicago was engaged in a program to consider bus identification as well as voice communication, but like Philadelphia and Washington, was having financing problems.

The idea of our Silent Alarm supplement to our radio program was very favorably received and I am sure will be considered in future radio programs.

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PART II.

Recommendations and/or Discussion of Items for District Operations.

A. Operator's Instructions.

It appears that our instructions to our Operators, at times of hold ups, are much the same as on other properties. It is our feeling, however, after our studies on other properties, that we should give more attention to the written instructions and at certain Divisions have our Instructors devote more time with our Operators, discussing these instructions.

B. Police Assistance.

In addition to the excellent assistance we have had from the County and Los Angeles Police Departments, in certain of our areas of operation we believe we need assistance at the Junior and Senior High School "breaks", similar to the assistance received in cities we visited. Assistance from the Juvenile Division of the Police Department in particular would be most helpful. Also, Police help at teenage gatherings like the "break-up" of the Hollywood Skating Rink on Friday and Saturday nights is almost a necessity.

C. Equipment Supplements.

We feel that the "bubble" has too many disadvantages to be considered, however, from our experience on the RTD, we feel consideration should be given to the idea of a shield behind the Operator's compartment.

The blinking lights is a most controversial subject as the activating of these lights might result in an Operator being shot. We have no recommendation on this subject other than "wait and see" the experience from other operations where this type of installation is being used.

The stationary box for the Operator's supplies, tickets, and excess money, may have merit and we feel the Union group will make a strong recommendation in this area.

The changer chain is similar to the locked bar we have installed on all of our buses and we cannot see any reason for any change in design.

Our radio and silent alarm program is progressing well and I believe that after our first installation of 200 radios, we should publicize the fact that our buses are equipped with radios as this type of publicity has been helpful in cities where transit radios are being used. We had not considered initially recording radio transmissions on historical tapes, but it might be desirable to do so, retaining the tapes for

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three to six months, as the data on the tapes can be of value to Management and can also be used to demonstrate the Community Service aspect of our radio installations.

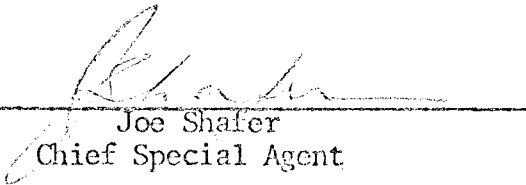
D. Miscellaneous Items.

We have already made a number of changes in our terminal layover locations at night and we feel that we should accelerate our work in this area.

We are also progressing with the reading on the entrance side of the buses - "Please Have Exact Fare".

From our studies on other properties, it is our considered opinion that our Joint Management-Union Task Force Committee is a good one and that working together with the law enforcement agencies, in an objective manner, is the best approach in this continuing crime climate and is similar to the program that is effective in Philadelphia which has had good results. In all cities visited, it was the consensus that the transit crime problems (as well as the over-all big-city crime problems) would be a continuing challenge to transit operations for many years in the future.


George F. Gochler
General Superintendent of Transportation


Joe Shafer
Chief Special Agent

GFG/JS:wo