

VOLUME I: Transcript

CRIME ON PUBLIC TRANSPORTATION VEHICLES
(HOUSE RESOLUTION 1020)

**A Subcommittee of the House
Committee on Transportation.**



ILLINOIS HOUSE OF REPRESENTATIVES
80th
GENERAL ASSEMBLY

REPRESENTATIVE EUGENE M. BARNES, Chairman

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Volume I: TRANSCRIPT

Volume II: SUPPLEMENTARY
DOCUMENTS

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OFFICIAL WITNESSES
ACQUISITIONS
AND AUTHORITIES INTERVIEWED

- In Order of Appearance -

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**RECOGNIZED FOR RECORD OF APPEARANCE ONLY
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VOLUME I: TESTIMONY

Volume II contains:

- I: Prepared Statements
Submitted to Subcommittee
- II: Supplementary Documents
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Protection and Stricter
Law Enforcement on the CTA

REPRESENTATIVE BARNES

...23rd Legislative District. Is that correct? On my immediate right is Representative Cal Skinner, from Crystal Lake, which is the 33rd Legislative District. Representative Skinner is the Minority Spokesman of the Transportation Committee. I am Representative Eugene M. Barnes, 29th District here in Chicago and I am Chairman of the Subcommittee. The other 2 members of the Subcommittee, that I'm sure will be coming in later are Representative Frank Giglio, Frank is from the 30th Legislative District, and Representative Edmund F. Kucharski from the 27th Legislative District.

This is the first of perhaps a series of meetings to try to address, in a comprehensive way, questions relating to security and safety on the mass transit systems in Illinois, in general, in the Northern region ... of the RTA, in particular. We would hope that from these meetings we will get some constructive suggestions on how we can address this problem and come up with a permanent solution.

House Resolution 1020, which I was sponsor of, gives charge to this Subcommittee to come back to the General Assembly no later than January of 1979 with those recommendations relative to answers to some of the serious problems that have in the last 6 to 12 months occurred not only in Chicago, but in and around the Mass Transit system in the Northern area of the State. So, that's our prime responsibility. I plan to go as far as we can today. If all things being well, just for the benefit of the people that are in the audience, we may go straight through. It depends on the scope of what we're into and the number of witnesses that comes before us in the length of time. We will not set a time limit, as such, but I would hope that everyone who will be coming later, if there's something that they had intended to discuss or some point that they had intended to make, if that point has been made, I would hope that you would adjust your statement accordingly. We're going to start off with the

carriers. We will go with the carriers first, then we will go with the employee representatives, then we will go with public witnesses, following that up, right in that order. So, the first person, do you have any statements gentlemen?

REPRESENTATIVE SKINNER

I'd like to introduce my staff assistant, Kathy DeTella.

REPRESENTATIVE BARNES

On my far left is Alva Howard, who is coming on board now, running my office. My other hat that I wear in the General Assembly is Chairman of the Appropriations II Committee. She will be my clerk and secretary in about another week. On my immediate left is Marilyn Randall, who is leaving us, unfortunately, but our loss will be Texas' gain, she's going to Texas, and who has been really outstanding in being the clerk of the Appropriations II Committee for some 4 years now, and we're really going to miss Marilyn. So we will start now with Mr. Edward R. Pavelick. Is that correct? "Pavelick," correct me if I pronounce it wrong. Would you come forward sir, at the witness table, introduce yourself for the record, give your title, and who you are representing and go right ahead into your statement. Sorry, you're right Walt, I stand corrected, the most important person here I didn't introduce, who put the whole thing together, and that's Bob Kren, who is our staff person for Transportation in Illinois and he's doing an outstanding job. Bob put this whole thing together. Mr. Pavelick, would you go right ahead.

EDWARD R. PAVELICK

I'm Edward Pavelick, Manager of Security for the Regional Transportation Authority. Good-morning Chairman and members of the Sub Committee.

REPRESENTATIVE E.M. BARNES

Would you pull the mike up closer to you? I think it's the big mike. Speak directly into it.

EDWARD R. PAVELICK

I'm going to read a brief written statement. ... If I may I'd like to read a brief written statement and after the statement. ... they will be available, incidently to the news media and the public. But, in addition, I'd like to explain and expound and clarify my philosophies as they relate to security in the transit system in Northeastern Illinois, and then answer any questions that may be asked of the Sub-Committee or the public.

On behalf of the Regional Transportation Authority and it's staff, I would like to express our appreciation for this opportunity to be with you to day. Building a responsive, strong, and safe public transportation system serving all the citizens, young and old alike in the six-county, Northeastern Illinois RTA region is certainly our common goal. Hearings such as this are very valuable. They further open the doors of communications between the RTA and the public we serve. This process of talking together and exchanging ideas gives everyone a clear picture of what has already been accomplished and what is still left to be done. It is our belief that increased public understanding and participation are essential if we are to succeed in accomplishing our goals. Local commitment and advice are key elements in our efforts. It is our hope that you will join with us in the months and years ahead in the effort to bring high quality public transportation facilities and service to the region.

RTA shares the concerns of the general public, transit employees and you our riders over problems of crime in our public transportation network. Through the coordinated efforts of transit security officials throughout the six-county region, RTA is vigorously addressing this problem and is making significant headway towards finding a positive and lasting solution. As RTA Security Manager, I am charged with the responsibility to develop and manage an effective transit security program that will reduce and control transit crime within the system.

In order to reach our goal of affecting a meaningful transit security program, an in depth study has been undertaken by the RTA's Department of Security. And most importantly, good lines of communication have been open between all police, transit, city, and union officials to insure that our work will produce the kind of results that all of us are seeking. I have attached this memorandum, an outline of the criteria that has been established to conduct the RTA's study of transit security. The criteria was developed after nine months of exhaustive study and talking to many people with the local police authorities, the Chicago Police Department, the CTA and the other various suburban carriers.

I'd like to address myself to the first question that seems to arise more than any other. The question being, should policing of the transit system be the responsibility of the transit company, the local police or a combination of both? In order for me to answer that question intelligently a number of factors, including politics, when I say politics, I say it respectfully. I'm talking about politics between agencies, economics, historical precedent, and jurisdictional boundaries, must be taken into consideration when addressing these issues. Now the three main categories of the transit, security issues are, as I perceive them, environmental characteristics, geographic location, crime characteristics ... policing characteristics. The key factors relevant to a transit policing assessment are many. Now, If I may and I have to be very honest with you, it's for you people to determine who's speaking with their mouth and who is speaking with their heart. Most of the people here probably don't know that I was a police and fire commissioner from Waukegan, I'm a neophyte in Chicago. That has been questioned by some people. But I don't like coming in second. I intend to build a number one team. In order to do that, I have to tap all of the resources that are available, and I'm happy to say that some of the resources I've seen in the Chicago far exceed any of my expectations. I've dealt with some beautiful people, some very knowledgeable

people, but there seems to be a tendency on the part of too many people that maybe don't have to work with these responsibilities every day of possibly Monday-morning-quarter-backing or second guessing. Now, I say that respectfully, because I said they don't work with the problems every day. In as much, if I may draw an analogy for you, we have two baseball teams in Chicago, and we all certainly all want them to be pennant winners so that we can watch a World Series. But our best hitters only hit 3 or 4 times out of 10 times at bat. Unfortunately, a lot of our fans rather zero in on the fact that they didn't get 6 or 7 hits out of the 10 times at bat rather than 3 or 4 hits. And, by batting 3 or 4 times out of 10 and getting hits, you're a pretty good hitter and you can stay in any league. And what I'm trying to say is that we've got a lot of good hitters in the league that we're playing in, and it's not a game.

First of all, in order for me to develop a germane and comprehensive security program, for transit security, I felt that I had to spend a great deal of time attempting to determine what deficiencies may exist. Now, as I said earlier in addressing myself to the police situation, our board, the RTA Board, passed an ordinance just recently, and it's always been the feeling of the Board and the CTA Board that we're not in the police business. That our business is moving people safely and on time for the least amount of cost. And I agree with that to a certain extent. However, when the public is afraid, or perceived danger to be there, I have to address myself to that problem because they do, in fact, exist. But I must also say that when you take 2 million people, that are on the system, and you take those 2 million people and you put them any place in this world or in this universe, you're going to have problems because you have 2 million people. And, I read in the papers every day of children possibly being involved in murder with their parents, parents with their children, father and brother or father and mother. It's not just a transit problem, it's a problem of our society.

Now, before I act in a capricious manner and do what a lot of people would like me to do is recommend that we hire more police officers, I have to make an in-depth study. Now, I can honestly tell you this, that at this point, that is not my recommendation, and I'll tell you why. Because, in dealing with the Chicago Police Department, in particular, which I've spent a great deal of time with, first with Captain Delaney, the Commander of the mass transit unit, and then Captain Eagan who is now the new commander, who works directly under Chief O'Grady, they feel that they have sufficient men working at this time and just recently it was in the news media, a recommendation was made that we hire some additional off-duty police officers. Well, I'm happy to report that are now 40 additional police officers riding and working the "L" platforms in specific locations where we feel that we have a high crime profile. In addition to that Mayor Bilandic allowed 100 new transit officers, and when I say officers, you can call them what you want, some call them aides, and this was through some federal grant, and they are now being selected and trained. My understanding is that they will be within the system by September 1.

Now, I've heard many people say that they will not be effective because they are not armed. Well, I could dispute that, and I'll tell you why. If you're in security or safety, one of the first things you look for when you come within a system to try to do your job is communications. Just as we're trying to do here is communicate. And I had the pleasure of spending 4 or 5 days at the CTA in their communications system control system control center. And I have to tell you, in my travels abroad and in the USA the northern continent, I have never seen a finer communications system. Now, the people that question the value of these transit aids are really, in effect, saying because they're going to be eyes and ears for the police department, that the police department shouldn't have an additional assist in help, in the form of another type of communication system in order

for them to be effective. We're worried about the police officers' lives also as we are the patron, the riding patron, as also the employees. I can see nothing but this helping this entire situation. We could possibly have to modify the plan. I am not directly involved in it, at this time, I'll wait till September 1, but I question why the people that are concerned about their own safety and well-being would question what looks to me to be a plus factor.

Now, in addition to some of the improvements that I just mentioned, we all know that just recently, the department of public works has a transit security project involving I think that the bid has been let, I'm not sure, on 4 stations along the "L" on the South Main Line, 35th and State, Indiana and 40th, 43rd Street and 55th Street. And there'll be an installation of 36 close-circuit surveillance cameras and passenger alarm bars with instant two-way communication capabilities, which will provide added security for the rail transit patron and enable the police department to dispatch police personnel immediately to the crime scene.

There has been some discussion relative to the canine dogs that have been out working. I, personally, think they're very effective. But there always seems to be some ambivalence, some apprehension on the part of some of the public, a certain segment of the public, about the employment of dogs. If we're talking about peoples' lives, we have to take stringent measures. I'm, as I told you, charged with the responsibility ... I would strongly recommend further use of the dogs.

Special operational personnel from the Mass Transit Unit are riding the trains at night in "plain clothes" now. This is in addition to the 40 people and the 100 transit aides. They're working throughout the system at all hours of the night and, as I mentioned, in "plain clothes".

Designated routes and buses that have experienced higher crime incidents are boarded by police personnel from patrol squad cars or "beat

"cars" as called by the Chicago Police Department. Every month, somewhere between 25,000 and 30,000 boardings are made by these police personnel.

They actually stop the bus or board the bus as the bus is loading and check, discuss with the bus driver, if there are any particular problems.

Now, if I may, I would just like to then tell you that in my position, the way I perceive it is that I'm acting as a catalyst and I trust that all the people that are involved understand and can appreciate the fact that it is a tremendous responsibility. I'm not going to hide my head in the sand. I'll work as many hours as necessary. I'm a fifty year old man. I'll give this my best 20 years, if I live that long. I don't quite understand why there is a tendency to not pull together, in harmony. I can understand justifiable criticism. I can understand people coming up with recommendations and suggestions and being disturbed if they're rejected. But, again, you must understand that we have, for example in Chicago, a 16,000 man police department, 13,000 uniformed, and I have found some very, very intelligent, effective people officers, and I'd have to admit to you gentlemen and ladies, that when a man of this caliber makes a recommendation or suggestion that may be contrary to what a citizen says or a suggestion that they make, I am going to go with the police officer.

However, getting back to my role as a catalyst, you have to understand that I'm operating in a six-county area. I not only have the CTA, but I have some 30 other carriers. My responsibilities are naturally with the patron by working with the local police authorities, the Chicago Police Department and various security officials that are employees of the carriers. I have an added responsibility to the employees. Revenues are a great concern of mine because without the life blood of the system, we couldn't meet the bills, the payrolls, the facilities at many locations and also the equipment.

I feel if given the time, and I know that too much time has passed

already, but I've only been with the Authority since October. I feel that we've made a great deal of progress. I have to admit to you that I am without staff at this time, but I told you that I don't act in a capricious nature because we have been criticized in the past about possible over-staffing or over-salaried people. But I feel that when we are ready for additional people, and I did request 2 additional people to assist me as rail and bus coordinators ... security coordinators. I do have 2 part-time monitors out in the field now and I would just like to point to something here. For example, these are written reports. I have one for each major carrier, and this work was performed by 2 part-time monitors. Now I would like to just expound on that for a second. I was told that we had a problem on one of our rails by our Division Manager of Transportation, and he suggested that I go about placing of surveillance by using a system and a practice that we employed in the past. And I disagreed. Now, this was within the first week on the job. I chose to hire some retired railroad conductors and collectors, because I felt that they understood their job, they understand where the deficiencies may exist and what to look for. To date, we have all of the major carriers in the reports with the exception of the CTA.

And I'd like to point out something to you when I mention revenue and monies. You may not be aware of it but we have a railroad that is experiencing great deal of vandalism through windows being broken, one month alone this summer, to the tune of 6,000 dollars. So, being one person, alone, I naturally have to address myself to the problems that I feel are the most serious. Number one is patron and employee security, by direct cooperation with the proper police authorities and security personnel. But again, I can't afford to throw \$6,000 out of the window. So, with that I'd like to end my statement. If there are any questions I'd be very happy to answer.

REPRESENTATIVE E.M. BARNES

Thank you very much sir. Representative Skinner.

REPRESENTATIVE SKINNER

Could you give us the percentage of crime that occurs between midnight and 5:00 a.m. on the CTA?

EDWARD R. PAVELICK

No, not exactly, I have a copy of the report, Representative, but naturally we all know that the greatest percentage of crime happens in the evening hours.

REPRESENTATIVE SKINNER

Well, what we all perhaps don't know is that the CTA would break even if night-owl service wasn't run. In fact, that's the need for it's being bailed out by State and Federal Government. And I wonder if we could solve 2 birds with 1 stone by drastically curtailing the night "L" service.

EDWARD R. PAVELICK

Well, now you're getting into a sphere of responsibility ... You see, in other words, in the Department of Transportation, both within the CTA and the RTA, all of this is being studied and recommendations are made every day. I will make my recommendations on that time but, as I told you being a neophyte and not wanting to act in a capricous ... that's not a cop out. I've been accused of that once before, giving lip service. It's not lip service. I told you that I've been here 10 months. I do have a great deal of experience, as far as being the commissioner in Waukegan, I'm not a transit expert, but I'm doing my homework. I happen to have been in business for 15 years. I know what it is to meet a payroll, I know what it is to borrow money. I don't make suggestions and recommendations that are going to cost a great deal of money or even make recommendation that appears that its going to save money unless I'm positive, because I'm concerned about the taxpayer and the fare.

REPRESENTATIVE SKINNER

Could you pull the statistics out. Could you re-manipulate them to tell us when the high crime time are and what percentage of crime could be totally eliminated if one cut back on CTA service certain hours, late at night when it's sparsely used?

EDWARD R. PAVELICK

All right, if I can explain that to you.

REPRESENTATIVE SKINNER

Well I don't need it now.

EDWARD R. PAVELICK

Well, that's what I'm saying, if I can explain that to you briefly. I was in Toronto at an AFTRA meeting with Mr. Coleman from the CTA Security and I was very impressed with Detroit's records and statistics keeping and the ability to retrieve this information by pushing a button. Now, I've seen many systems, but I like what I saw in Toronto. I'm talking about the Detroit system. And I've already, thought our systems department at the RTA, have initiated the necessary actions to hopefully be able to compile all of this information because, you see at best, it's fragmented now because of the 32 different carriers.

And you have to also understand that a great deal of the crime, or incidents that occur, sometimes aren't reported. Now we may receive a complaint, just a verbal complaint from a bus driver, but it's not any actual documentation. And in my position covering the 6 counties, I'll follow-up on an incident and sometimes I'll have to talk to 4 or 5 different police chiefs, because the way the report comes back to me verbally, I hear that a bus driver had trouble on such and such, let's say on a West Town bus. Well West Town bus is located physically in Oak Park, but they meander, they know where they're going. But the point is, that it takes a great deal of time for me to run down what actually happened and when I finish, and

hopefully by January 1, any information that you would ask, you can ask it of the Authority, me particularly, and I'll be able to give it to you at a moment's notice.

REPRESENTATIVE SKINNER

Well, I'm asking now, if you would please break out the percentage of crime between midnight and 5:00 a.m. and my Staff will follow-up with a letter, and I trust you'll answer it.

EDWARD R. PAVELICK

Yes!

REPRESENTATIVE SKINNER

Have you had safety complaints from the suburban railroads? Now I'm talking about personal threat, well, personal injury.

EDWARD R. PAVELICK

No, we seem to have the least number of complaints from the railroads. Traditionally, their biggest problems have come through transporting of cargo. In other words, these box cars are loaded with valuable materials and with the personnel that they have, a great deal of their time is spent on preventing that sort of thing.

REPRESENTATIVE SKINNER

That's not our problem.

EDWARD R. PAVELICK

Well, it's my problem.

REPRESENTATIVE SKINNER

Why?

EDWARD R. PAVELICK

Because the Regional Transportation Authority

REPRESENTATIVE SKINNER

Boxcars? You're kidding me, I'm sure. You really think the Regional Transportation Authority has a responsibility for the safety of box cars on

the Northwestern Railroad?

EDWARD R. PAVELICK

Now listen, please. I said about being negative. ... I mentioned that I have a total responsibility to work with all of the local police authorities, Chicago Police Department and the security personnel of the various carriers. Now, the Northwestern Railroad has approximately 75 security officers, special agents, and for example, if there's another problem that comes up within their system, and they have 35 or 40 of their special agents out in Nebraska working on a theft problem out there. Which you know they're actually highjacking now, semi-trucks off the highway and livestock from farms. So, within the entire system we have many problems is what I'm saying.

REPRESENTATIVE SKINNER

But that's not your problem.

EDWARD R. PAVELICK

Well, it's my problem to be aware of what's going on and I'm saying that you're asking for statistics. I'd like to be able to give you any statistics that you need.

REPRESENTATIVE SKINNER

All right but, I'm not aware that the enabling legislation of the RTA has anything to do with freight. With regard to revenues, one of the complaints that I've heard from passengers of the CTA is that the drivers do not collect the entire fare. That it's sort of a game. People throw in 10 pennies and a nickel. You know, who can throw in the least amount of money and be able to get by. I understand that there has been an inordinate delay in ordering of meters to count change, so that the driver will know, precisely whether the exact change has been thrown in or not. Can you give us any clue, as to what the progress of getting those meters installed in the CTA facilities and also in the Nortran facilities has been?

EDWARD R. PAVELICK

Well, I think its quite obvious that the ideal situation is to have an exact fare throughout the system, and that's our ultimate goal. I can't give you an exact percentage of where we're at right now, but, I know at Nortran, you mentioned that, we went to exact fare, June 1 or July 1, and I was quite instrumental in changing their procedure. For example, and I'm not trying to digress or circumvent your question, but I was very concerned on my first tour of all the facilities, suburban carriers, that we had counting rooms. I'm not talking ... I'm excluding the CTA because of the large volume of currency that's handled there. But in the smaller carriers, we have counting rooms and we do have transportation people or armored cars that take these monies to the bank, and then we have the bank personnel. It became quite obvious to me that if we eliminated any one of those groups, we'd be eliminating 1/3 of our problems. In other words, there would be that many less people handling the money. So if you go to Nortran, you'll find that they no longer have a counting room. The CTA was good enough, through mutual cooperation and working with Mr. Krambles and the people that are involved there gave us a couple of their vaults. We attached the vaults to the side of the building, on the inside, placed electronic surveillance on it, and now no human hands touch the money, no one counts it, and the armored car picks it up and it's a much safer operation.

But getting back to your question about the exact fares. When I told you about my part-time monitors, it seems to be a very minor problem as far as the collection of fares. In other words, I can say that we're getting a fair count....

REPRESENTATIVE SKINNER

Throughout the RTA region?

EDWARD R. PAVELICK

From my studies and my reports thus far, we have isolated reports. In other words, actually where my monitors have questioned the way some monies were handled. But, we follow-up and investigate each one.

REPRESENTATIVE SKINNER

Well, you're going to get some more complaints, specific complaints with regard to the CTA, because, as I understand it, it is a major reason for loss of revenue on the CTA. The drivers are afraid to challenge, on some lines, the people who put in too little money.

EDWARD R. PAVELICK

Representative, I'm inviting you now, I don't mean to interrupt you, but if you'd come to my office at your convenience, at any time, any hour of the night, Saturday or Sunday, I'll meet you there, and I'll give you a copy to look at in my office of every report that we have. Now in this particular case, this is South Suburban Transit Company. This particular monitor, let me just finish explaining, rode that bus system 151 times. Now I have not perused this entire report yet because this is my latest one, but I'd almost bet, even money, that there's not one case where they spotted anybody handling the money in a manner that you just mentioned.

REPRESENTATIVE SKINNER

Well, I'm not even talking about South Suburban, I'm talking about the Chicago Transit Authority. Now, do you have monitors on the Chicago Transit Authority that indicate that the correct amount is being put in most of the time? Even the majority of the time?

EDWARD R. PAVELICK

Well, I don't have monitors on at this time. Let me just finish, and I wouldn't tell anybody when I do have the monitors. But I do know that they have monitors. But again, and I have to be honest about this and I am trying to be respectful, you see, I think, maybe, I'm a little more

positive. I trust people, now I know that there's a temptation with money. But, I wouldn't want to say that you're dishonest, and I wouldn't want you to say that I'm dishonest, so I say that the bus drivers are honest.

REPRESENTATIVE SKINNER

I'm not suggesting the bus drivers are dishonest.

EDWARD R. PAVELICK

Well, who else is handling the money?

REPRESENTATIVE SKINNER

The passengers.

EDWARD R. PAVELICK

All right. How would they get away with that on exact fare? With the exception of the one problem that we have.

REPRESENTATIVE SKINNER

It cost them ten pennies and a nickel, that's not even 50¢.

EDWARD R. PAVELICK

Well, now you're questioning the bus driver again.

REPRESENTATIVE SKINNER

I'm not questioning the bus driver. If it's a crowded day and the bus driver, all he can do is hear the tingle of change, as people rode by.

EDWARD R. PAVELICK

That seems to be a possibility with 2 million people riding the system. This could possibly happen occasionally.

REPRESENTATIVE SKINNER

Well, I guess I'm suggesting that perhaps you could concentrate on that, if you're interested in the maximization of revenue.

EDWARD R. PAVELICK

Oh, I will.

REPRESENTATIVE SKINNER

Because I assure you I'm interested in the maximization of revenues,

because, if it is not maximized, my constituents pick up the difference.

EDWARD R. PAVELICK

Yes, I understand, but

REPRESENTATIVE SKINNER

Well, what plans do you have with regard to this? Representative Kozubowski would like to know.

EDWARD R. PAVELICK

I'm sorry, in regards to what?

REPRESENTATIVE SKINNER

In regards to short changing, ah, that a good word, by the passengers.

EDWARD R. PAVELICK

I have not ascertained yet, Representative, that there is shont changing. Now, I said I'm out in the field to ascertain what the deficiencies are. Now, thus far, and I have to be honest about this and candid, that naturally to get a feel of it I started with the small carriers first. But I can honestly say this, that if I thought that, that was that great of a problem, then I would address myself to that one first. I do not perceive it to be that great of a problem in handling the fares in the CTA system.

REPRESENTATIVE KOZUBOWSKI

Well, can you ascertain that on some of the lines it is a problem?

EDWARD R. PAVELICK

Of course, when you have 2400 buses going, I can't be on all 2400 buses, so

REPRESENTATIVE KOZUBOWSKI

Of course you can't.

EDWARD R. PAVELICK

You can appreciate that.

REPRESENTATIVE KOZUBOWSKI

Well, what I'm suggesting to you is that it is a problem on some lines

and that you should be looking into it.

EDWARD R. PAVELICK

Of course.

REPRESENTATIVE KOZUBOWSKI

We would like to know what you're going to do about it ... to correct the situation?

EDWARD R. PAVELICK

Of course, and all that they have to do is notify me. In other words, we didn't have my office ten months ago. In other words, I receive complaints, I have complaints here, I follow up on every one of them personally. So, if someone says that this happens

REPRESENTATIVE KOZUBOWSKI

You know, you keep bringing up the fact that you've been there now for the past 10 months. I think it would be wise to make available to the members of this Subcommittee agenda program of just what you have been doing for the past 10 months.

EDWARD R. PAVELICK

All right, very good.

REPRESENTATIVE KOZUBOWSKI

I'd like to know what you've been doing, specifically.

EDWARD R. PAVELICK

Very good.

REPRESENTATIVE KOZUBOWSKI

All right. Thank you.

REPRESENTATIVE SKINNER

I wonder if Representative Kozubowski could suggest some lines that the Security Chief could ... Is that what your title is? Manager?

EDWARD R. PAVELICK

Manager of Security.

REPRESENTATIVE SKINNER

Could put some spotters on, so that he could become convinced that people aren't throwing in the right change. Could you? Why not? Well, I don't care, it doesn't make any difference to me.

REPRESENTATIVE KOZUBOWSKI

I don't think it's my job to suggest to you. I think it's your job, as Chief of Security to look at all the lines in the City of Chicago. I don't think we should just be pin pointing one specific line. It's your job and your responsibility to be making sure that the transportation system is not getting short changed. I shouldn't have to suggest to you which line.

EDWARD R. PAVELICK

You're not suggesting to me. I already... Sir, You're not suggesting to me. I already told you that

REPRESENTATIVE KOZUBOWSKI

You're absolutely correct, I'm not suggesting to you which lines. It's your responsibility.

EDWARD R. PAVELICK

Correct.

REPRESENTATIVE KOZUBOWSKI

And we would like you to undertake that responsibility

EDWARD R. PAVELICK

Oh, I already have.

REPRESENTATIVE KOZUBOWSKI

... to get the job done. Not in the City of Chicago, you haven't.

REPRESENTATIVE E.M. BARNES

I think Mr. Pavelick, if I may intercede here. I believe the question that Representative Skinner presented to you earlier, ties in with Kozubowski's question. I think they're both correct. And that is, if we can have that

kind of information out, where you have the high incident, the high density of problems, you will usually find, and I'm drawing on my own experience as a bus driver, which I did for some 13 years, that in those areas and those lines, and I can name specific ones-- Madison, Halsted, State Street, Cottage Grove, some others, that you have the kind of problems that Representative Skinner alluded to. There is a problem of short changing, always has been especially since the institution of the exact fare and some of the incidents, I think, which relate...That's why I say, they both tie in. Some of the incidents that relates to some of the serious security and safety problems from employees with passengers originally occur because of the employee trying to exercise his responsibility to challenge for a correct fare, so they tie in together. So, Representative Kozubowski is absolutely correct. It is not our responsibility to point out to you what lines you should look at, but if you can break out where you have those high incidents of problems, I think you'll see that the two work in together.

EDWARD R. PAVELICK

I understand that, but I thought that I had explained that earlier when I said that the CTA also has spotters out within that system.

REPRESENTATIVE SKINNER

Well, we'll ask them that question also. I would like to go back to the meter question, which you are probably not into very deeply, but since there is a connection, I hope somebody from the RTA will be able to speak to us or at least communicate with us sometime today with regard to the status of the buying of the new meters which will give an alarm or something, I guess, if the exact change isn't put in. And

I'm wondering, in view of what Representative Barnes just said, whether the installation of those meters, which will let everybody on the bus know that somebody is short-changing the system, may, indeed, increase the security problems that bus drivers and rapid transit drivers have. I know that John Nelson is here. Perhaps he can check back with the RTA headquarters to find out about the meters. I have two other questions, one of which you alluded to. The TV cameras for surveillance on "L" platforms, when can the passengers expect these to be installed?

EDWARD R. PAVELICK

I honestly can't answer that question at this time.

REPRESENTATIVE SKINNER

Who can?

EDWARD R. PAVELICK

Well, you'd have to talk to Mr. Sulloway, I believe. I think he's responsible for awarding that contract.

REPRESENTATIVE SKINNER

I'm sorry. I can't even get Mr. Sulloway to return my phone calls, so I don't know why I have to ask him.

EDWARD R. PAVELICK

Well, I will report back to you on that tomorrow.

REPRESENTATIVE SKINNER

O.K., and when can passengers expect emergency phones on all "L" platforms?

EDWARD R. PAVELICK

I can't answer that either, because I'd have to talk to, again, the CTA, because they are responsible for that. In other words, the RTA is a funding agency, but I will answer back tomorrow on that.

REPRESENTATIVE SKINNER

Well, gee whiz, I very rarely get commitments for even answers.

EDWARD R. PAVELICK

Well, I promise you that.

REPRESENTATIVE SKINNER

Well, let me try one more question then. I'm not sure I'll get this from the CTA. How can a citizen find the identity of CTA employees who assault them?

EDWARD R. PAVELICK

How can they do what? I'm sorry.

REPRESENTATIVE SKINNER

Find the identity of CTA employees who assault them.

EDWARD R. PAVELICK

I imagine go to the proper authorities of the CTA.

REPRESENTATIVE SKINNER

Well, if you take a look at the July 30th edition of the Chicago Sun-Times, and read Mike Royko's article about Felix Friedman, you'll find he went to the CTA. He knew the bus line, he knew the number of the bus, the time of the bus, and CTA officials refused to give him the name of the bus driver. And he was ready to go to the police to file charges, but he can't find the name of the bus driver. And it would seem to me if you're really interested in passenger safety, then making the CTA reveal the names of its personnel on runs when there is a specific complaint would be a way to deter, well, some, perhaps, some activity

on the part of the bus drivers.

EDWARD R. PAVELICK

All right, then, tell them to come to me.

REPRESENTATIVE SKINNER

Oh, I will definitely call Mr. Royko and see if he can get a hold of Mr. Friedman.

EDWARD R. PAVELICK

And if I may further answer that question, I have some complaints here from the Amalgamated Transit Union relative to complaints such as you just mentioned, so I have instructed, and I might add that I've worked very closely with them the past month on any complaints that they have, I would appreciate a copy, which I am receiving, a copy and I will personally follow up on each one of these.

REPRESENTATIVE SKINNER

So, if you get a stone wall from CTA, one ought to call Edward Pavelick at the RTA, right?

EDWARD R. PAVELICK

I'm not saying that I'm going to be an overall panacea for all of the ills within the system. I'm simply saying that I will not give you lip service. I said that in my opening remarks.

REPRESENTATIVE SKINNER

Oh, I appreciate that and I'm sure that ... I think that Mr. Friedman, as a matter of fact, would have been happy with lip service from the CTA. He didn't even get that.

EDWARD R. PAVELICK

I didn't say they were giving you lip service. I'm just saying if you're not satisfied, I will do everything within my power to assist you.

REPRESENTATIVE BARNES

Yes, Mr. Pavelick, and for the other witnesses that will be coming before the Subcommittee, all and any information requested by any of the members should be submitted to the Chairman of the Subcommittee and to my clerk, and you will have her address, so that we can disseminate this information and have it incorporated as part of the overall record of the Subcommittee. So those reports that you have been alluding to relative to the various answers to various questions by Representative Skinner, I would appreciate it if you would submit copies of it to our staff or make them available for the staff to make copies of them so that we can go over them, and so that we can incorporate that information into our records. Thank you.

Representative Kozubowski, do you have any additional questions? Joining us now is Representative Edmund Kucharski, Edmund F., to my right on the far side. Ed, do you have any questions that you want to ... I'd like to ask you, Mr. Pavelick, a couple of questions. One, a couple or three, but I'll be brief. One, you alluded to the fact that you've only been, in essence, in operation for roughly about ten months in your capacity. Do you know what the gross amount of the operating budget for the RTA currently this year is?

EDWARD R. PAVELICK

The gross? No.

REPRESENTATIVE BARNES

Do you have any idea? About 300 million? Would that strike a receptive chord?

EDWARD R. PAVELICK

You see, I am busy within my responsibility. What I'm saying is that the budget has just been passed.

REPRESENTATIVE BARNES

I understand. There's a reason for me asking that question. I'm not trying to put you on the spot. Because my next question is, in your capacity as security chief, in that portion of the RTA's operation, what is your current budget that you have been allotted?

EDWARD R. PAVELICK

Well, as I told you earlier, in preparing the budget for this year, I just asked for two people to assist me in coordinating the security efforts and a secretary. And my total budget will be between \$80,000 and \$100,000.

REPRESENTATIVE BARNES

So, you're saying that for the six-county region to address safety and security for all of the carriers under the RTA, not just bus, but bus, rail, what do you have, that you have been allotted by the RTA ...

EDWARD R. PAVELICK

I've been allotted more than that but I'm saying that ...

REPRESENTATIVE BARNES

Well, how much have you been allotted? As I understand, and I'm trying to get things clear here for the record, as I understand your responsibility, you are the security ...

EDWARD R. PAVELICK

Manager of Security for the RTA.

REPRESENTATIVE BARNES

Manager of Security for the RTA. O.K. Now, does that mean that your responsibility, that office, your responsibility is to address any problems as it relates to security and safety for any of the carriers that fall under the umbrella of the RTA?

EDWARD R. PAVELICK

Yes.

REPRESENTATIVE BARNES

Would that be fairly accurate?

EDWARD R. PAVELICK

Yes. Through the people that I work with ...

REPRESENTATIVE BARNES

No problem. I'm just trying to fix responsibility here. Now then, the question comes, how much overall, now I'm not trying to pressure you or press you, give me an estimate, give me a ball park figure ...

EDWARD R. PAVELICK

\$100,000.

REPRESENTATIVE BARNES

... how much overall was the allocation this year for that purpose?

\$100,000?

EDWARD R. PAVELICK

Yes.

REPRESENTATIVE BARNES

The entire RTA budget for this year was approximately \$304 million. Now, in your professional opinion, only opinion, do you think that \$100,000 is enough to address this kind of situation out of a \$300 million dollar plus budget?

EDWARD R. PAVELICK

All right, I've put together some budgets, Representative, in my life, and I agree that we, after I am into this and determine exactly where I want to spend these monies, that I will budget accordingly for next year. At this time, I would prefer to work the way that I am working. Now, it's not a question of austerity or priorities. I feel that

I can be just as effective with the people that I am recommending, two people. There is a tendency for people to over staff, you know that. It's one of the problems throughout the country. I will not build an internal RTA police security force. I don't think it's necessary at this time. I asked for what I needed, they obliged, and I will work with the people that I have and the budget that I have until the next budget year. Then I will make my recommendations, but I feel very comfortable because, as I told you, I have a wealth of resources out there and talent to work with.

REPRESENTATIVE BARNES

Well, I understand that my ... the reason for that line of questioning ... the reason for it is in terms of trying to understand or trying to set out how the priorities are under the RTA. As I believe you indicated earlier, and I may agree with you, in terms of the overall system, as large as it is, the incidence of security problems may not be that "great." But what the public perceives, is the problem. And the problem, as I understand it, is the public perceives that it is that "great." And as long as the public does perceive things in that manner, that impacts on how much revenue the transit can raise. If people feel that their security is in some way not being safe while they are on any of those carriers, they simply will not patronize them. And that's the bottom line that we're getting at here. And if the RTA--and I guess this is a statement more than a question--if the RTA, in terms of their priorities, can only set up \$100,000 to address that aspect of the business out of a \$300,000,000 budget, I think some problems are there and we have to address them to begin to get the solutions of the other serious incidents as they relate to the individual patrons on the vehicles. So that's a statement. I don't want you to attempt to answer it.

EDWARD R. PAVELICK

I understand, sir.

REPRESENTATIVE BARNES

A couple of other things, though, that you did allude to. There have been, as I'm sure you know, some court cases relative to where the responsibility lies for incidents on public vehicles. I want to ask you a couple of questions on that. There have been at least a couple of cases that my Staff has brought to my attention. As a matter of fact, I talked about this with Bob (Kren) about a year or so ago, trying to determine who has what responsibility. Now, I believe the Illinois Supreme Court in McCoy v. CTA indicated that historically, the Court has held that the owner of a common carrier is liable to an attacked passenger for the injuries sustained, if it can be shown that the carrier or its employee could have foreseen the incident and acted to prevent those injuries. Now, that, I believe, has been established in the Supreme Court of Illinois. Now, the question then becomes, "Who has the ultimate liability?" Do you perceive that the carrier has that ultimate liability and responsibility, or is that vested in the carrier's agent, thereby being the bus operator or the motorman or what have you? Now, I think that's a question that we've got to try to answer. And I put that question to you. Do you feel that the responsibility is the carrier's in itself, or that the responsibility lies with the agent, as has been suggested by the ruling of the Supreme Court in this particular case?

EDWARD R. PAVELICK

If I may ... Needless to say, I'm not an attorney.

REPRESENTATIVE BARNES

Nor am I, so don't get hung up on it.

EDWARD R. PAVELICK

... And I wouldn't care to get into an area that I have no expertise in. If it was my child or my wife, naturally I would feel that it was the carrier. However, that's a legal question. I could turn the question around and ask, "Are we then to place a police officer on every vehicle, on every train?" And even if we did, could we then guarantee that someone wouldn't be maimed, killed or robbed? I had that same problem in the fire service ... that we don't have enough firemen. Well, if I put a fireman in every building in the community, I still cannot guarantee that someone is not going to suffer, or a fire is not going to take place.

REPRESENTATIVE BARNES

I agree with you. I have no problem with that, but an additional question comes to my mind, and that is the waste here. As you indicated in your earlier testimony, the CTA, and I would assume other carriers, not just the CTA, because I don't want to just beat on the CTA here--they happen to be largest one--I understand that they have a system where they have monitors, I think that's the term you used, that monitor the operation of the employees, relative to whatever, especially as it relates to the revenues that are collected. Now, as I understand, in terms of those monitors, one of the reasons for them is that they can minimize the number of various kinds of responsibilities because they report back to the carrier, and the carrier then can either take action or whatever is necessary relative to the individual employees' operation during that period of time that it is being monitored. Is that correct?

EDWARD R. PAVELICK

Yes.

REPRESENTATIVE BARNES

Now, if that is the case ...

EDWARD R. PAVELICK

...But then you get into the case of charges or counter-charges and proving...

REPRESENTATIVE BARNES

No, no, let me finish. If that is the case, and I'm not questioning that, I happen to think that it is a part of the operation that must be maintained. I have no problem with that. But, if that is the case, to carry it one step further, would it not then be better if you would extend it so as to have some kind of personnel riding the system? Their responsibility would be to look out for these various kinds of incidents that the agent, whoever that person happens to be, whether it is the vehicle or the train, to ensure the passengers have a safe trip. I believe the court addresses itself to the term of taking "affirmative action". Okay, the court addresses itself...says that the employee should take a "high degree of care" and is obligated by law "to take reasonable, affirmative steps" to protect their passengers from harm. But now you put the responsibility on one person's shoulder. Would it not be better for the system if there were some people that rode, intermingled throughout the system to minimize those kinds of incidents, and to be there in some manner to help if some kind of incident like that occurs? Now, the point I'm trying to get at is I think it is beneficial to the system to have the monitors. To monitor the employees... o.k....to minimize certain kinds of incidents in that way. Would it not concur, if you had to extend that and have people riding the system, not necessarily in uniform. As a matter of fact I think it would be best if they weren't in uniform, riding the system to try to be there to help to minimize various problems that have been occurring on the system.

EDWARD R. PAVELICK

Well, regardless of cost?

REPRESENTATIVE BARNES

We haven't gotten to cost. That's not the question at this point.

EDWARD R. PAVELICK

What I'm trying to say is that, you have...

REPRESENTATIVE BARNES

You know an ounce of prevention is worth a pound of cure.

EDWARD R. PAVELICK

Sure...You know I'd like to guarantee everyone the safety that they're entitled to, but there also is the question of how effective a security force, a monitoring force, or a surveillance force...In other words, it's only as good as the people that you have. Now there are some carriers throughout the country, and I'm talking about when we get together and meet, where they still have problems even though they have these various systems that we're talking about. Understand now because having effective people to do the job...And just by sheer numbers, putting more people on doesn't always guarantee the results that you want. But you see that's the Gaugantuan task that I have before me. I am attempting to address myself to these problems. I'm not just taking everything at face value, but if you tell me something, I've got to believe you until I find out for myself that it's not true. But I agree with you except that we go back to the fare. We go back to budgets. We go back to whether or not it's a realistic goal. There's no question about our concern for the riding patron and the employee. Now how do we best do it?

REPRESENTATIVE BARNES

Well, let me ask this question. Because we're getting into some things and I didn't get a direct answer...How much is spent now by the RTA, the CTA or any carrier as it relates to protecting property? Compared to what is spent as it relates to protecting people?

EDWARD R. PAVELICK

Well, I'm not familiar with the entire budget of all the...We don't have any security people...

REPRESENTATIVE BARNES

Do most of the carriers, under the umbrella of the RTA, and I'm not just talking about buses, let's clear our minds. I'm talking about all of the carriers. Do most of them have some kind of security that protects property? Do they have people? Do they spend money? Do they have some kind of security that protects property?

EDWARD R. PAVELICK

Do all of the carriers...Is that what you said...

REPRESENTATIVE BARNES

I'm asking if most...I believe all do.

EDWARD R. PAVELICK

No.

REPRESENTATIVE BARNES

I just said most. Do most have?

EDWARD R. PAVELICK

No.

REPRESENTATIVE BARNES

Can you give this committee any information relative to the amount of money that is spent by the various carriers? Also point out to us the carriers that do not have a program, and do they have security people that protect their property? Can you make that available to this committee?

EDWARD R. PAVELICK

Yes.

REPRESENTATIVE BARNES

Also, with that...I would appreciate it.

EDWARD R. PAVELICK

I hope somebody is keeping notes on all these requests.

REPRESENTATIVE BARNES

This is on tape, don't worry about it. This is on tape, everything that you say, believe me.

EDWARD R. PAVELICK

I'm not worried about that, sir.

REPRESENTATIVE BARNES

Believe me, I listen to the tapes. With that I would appreciate it if you could also give us a comparable figure, if it is available, for the amount of money that is spent for the security and the safety of the passengers for those various carriers. I think that would be an interesting picture to take a look at.

EDWARD R. PAVELICK

O. K.

REPRESENTATIVE BARNES

Now with that final question...I appreciate your patience, you've been very patient. But with that, and what I was leading to, are you familiar with the statute as it relates to police powers for transportation people? Are you familiar with the statutes?

EDWARD R. PAVELICK

Well, it's spelled out right in our Regional Transportation...

REPRESENTATIVE BARNES

No, I'm not talking about...Well are you familiar with the statutes?

EDWARD R. PAVELICK

I know which one you're talking about, but I'm not talking about...Go ahead...

REPRESENTATIVE BARNES

The reason I asked that question is if you are familiar with the statutes, you know that in the statutes, you will find that there is a section which is

Paragraph 98, I guess it is, where it says conductors, boat captain, police powers and railroad police. Well, in that portion of the statutes it invests the conductor and the bus driver, while on duty, police powers. Are you familiar with that? They have now, under the Illinois Statutes, police powers. But they don't have any means whatsoever of implementing that which they are invested within the statutes. Now, I raise that question because I want to know where the responsibility lies. In my years, and forgive me for going back to that, and I probably will do it many times, I didn't consider myself a policeman. When I drove a bus for 13 years, I was a bus driver. But now the statute specifically says that while you are operating on duty, you have police powers. But you have nothing in the statute nor in the rules...As a matter of fact, the CTA rule contradicts that...I'm not familiar with the RTA. But it contradicts that you should not exercise those kinds of restraints relative to the passengers on those vehicles. Now it seems to me you're putting the operating personnel or the direct agent of the transportation system in a "Catch 22" that he or she cannot get out of. Would you agree with that?

EDWARD R. PAVELICK

No, not entirely because I've talked to too many bus drivers that don't want to be put into that position.

REPRESENTATIVE BARNES

I agree with you. That's what I'm saying. That's the reason I asked you if you were familiar with the statute.

EDWARD R. PAVELICK

...restraining the passengers need be.

REPRESENTATIVE BARNES

...But what the statute says, and I will read it to you if you wish. The statute says that he or she has those powers right now...It's not that long, I'll read it to you.

EDWARD R. PAVELICK

I know.

REPRESENTATIVE BARNES

The statutes says that conductors of all railroad trains and captains and masters of it comes in the section where it deals with boats also, captains and masters of any boats carrying passengers within the jurisdiction of this state is vested with police powers while on duty on their respective trains, boats, and they wear an appropriate badge indicative of such authority. And it goes on with an additional paragraph. Now that has not just been interpreted, but has been upheld so that the current operating personnel...The point that I'm making is the operating personnel is now vested with those police powers, right now, this moment and have been every year since the statute. So the problem is that they have no way to implement that, plus the fact that if we go back to McCoy v. CTA, where the court says that the carrier or its agent has the responsibility. Now just where do we go? Because we've got to establish some responsibility in order to get to a solution to the overall problem. Would you agree with that?

EDWARD R. PAVELICK

Well, I feel that's what my job is all about, and that's why I'm trying to work with all the various agencies. But each agency perceives the problem as they see it, and from their experiences. I don't want to be drawn into where I have to answer legal questions. We have attorneys within the RTA and the CTA, and I don't think it's quite fair...I mean to be put in that position because I'm not an attorney. However, all I'm trying to say and I want to remind you once again, Chairman, that that's what my job is all about.

REPRESENTATIVE BARNES

I will then address that question to the legal staff of the RTA or the CTA and any other carrier, but the final bottom line of questioning goes back,

as I say...it's all tied in...that if you have monitors to monitor the company's "assets", and that's what they're there for right now. I think that if the public can perceive and I believe they do in Washington and I believe they do in New York and some other comparable size systems...even the people that might be out there you know, with some ideas in mind to do some things... If they can perceive that they may get apprehended or they may be in a situation where someone is watching them, and ultimately they may have to pay for whatever incident they are causing or thinking of causing...I think you will find that the public then will begin to perceive that the system is much safer, and then would be less reluctant to bypass mass transit service and to go private vehicles which I think is a mistake. We prefer to have them utilize the mass transit system.

EDWARD R. PAVELICK

I agree. But as I said in trying to cooperate with all these agencies, if you read the Sun-Times I believe it was Saturday morning...A man was killed on State Street. On Page 82, now I'm not criticizing the news media, but if it was a transit crime, it'd be on Page 1. Now I just happen to run across it on Page 82. Now I'm not criticizing, I'm simply saying about perception...

REPRESENTATIVE BARNES

I'm one of those people that reads the newspaper from back to forward, so that's my priority. I go for the sports. Representative Kozubowski.

REPRESENTATIVE KOZUBOWSKI

Mr. Pavelick, I only have one area of questioning, and that's in regard to your budget. I'd like to know how much you're budgeted for during this next year. Could you tell me?

EDWARD R. PAVELICK

I just answered that question.

REPRESENTATIVE KOZUBOWSKI

I'd like to hear it from you again, because you gave, really three answers. Once you said it was \$80,000, then you said it was \$100,000, then you said it was between \$80,000 and \$100,000. So I'd like to know which one it is specifically...

EDWARD R. PAVELICK

Well, because...First of all, I haven't received the budget document, myself, personally.

REPRESENTATIVE KOZUBOWSKI

Did you work on the budget?

EDWARD R. PAVELICK

No.

REPRESENTATIVE KOZUBOWSKI

No? You did not work on forming the budget for your own office?

EDWARD R. PAVELICK

I just submitted my figures to the budget department, and my request was for 2 transit security aides, a secretary, and necessary miscellaneous expenses. But I'll probably be half way through the year or at least a third of the way through the year before I have the people, because I'm interviewing now for the coordinators. So I'm telling you that my budget's going to run roughly \$100,000 and that's excluding the overhead figures and what have you, you see.

REPRESENTATIVE KOZUBOWSKI

Well, what was the exact figure when you submitted the budget?

EDWARD R. PAVELICK

I have not seen it.

REPRESENTATIVE KOZUBOWSKI

No, when you submitted the budget? I take it that you and part of your staff formulated an operating budget for your office, and then you submitted

that to the RTA people who are in charge of putting together the entire budget for the Regional Transportation Authority. What I would like to know is, when you submitted your budget for your department, what was the bottom line figure?

EDWARD R. PAVELICK

I don't recall it exactly, but I would say roughly around \$138,000.

REPRESENTATIVE KOZUBOWSKI

\$138,000?

EDWARD R. PAVELICK

Roughly, yes.

REPRESENTATIVE KOZUBOWSKI

O. K., fine. Thank you very much.

EDWARD R. PAVELICK

But I don't exactly recall because it went through budget hearings and what have you, and I'm not that certain because I haven't had an opportunity to really check that out, you see.

REPRESENTATIVE KOZUBOWSKI

Did you sit in on those hearings?

EDWARD R. PAVELICK

No.

REPRESENTATIVE KOZUBOWSKI

Who did from your department?

EDWARD R. PAVELICK

From my department?

REPRESENTATIVE KOZUBOWSKI

Yes.

EDWARD R. PAVELICK

Well see, first of all, I didn't work...I am now the department Manager of Security. At that time, I was Manager of Security working for the Audit

Manager. See, I've been...My job position has been changed as of July 1.

REPRESENTATIVE KOZUBOWSKI

My concern is...so that we're budgeting enough money...

EDWARD R. PAVELICK

I understand.

REPRESENTATIVE KOZUBOWSKI

So that your office will be able to operate efficiently, I'm not criticizing the way your budget was formed, and I don't want you to take that attitude away from here today. What I'm concerned about is that you have enough money in your operating budget to efficiently operate your office. That's my immediate concern.

EDWARD R. PAVELICK

I understand, and I appreciate that. I'm trying to tell you how it went down at the time. I was Manager of Security working with the Department Manager of Audit. I was working and answering to him. I prepared a budget that was submitted by him. I never sat in on it; I never talked about it. I don't know how that was handled. Then at the July 1 budget, it was recommended by the Board that a separate Department of Security be created. Separate and apart from Audit, because they felt that a lot of my work would be with Audit. And they created the new position of department Manager of Audit, effective July 1. So, in effect, I received a promotion. But I was by myself, and quite truthfully, I submitted three different sets of figures. I mean based on now, it looked as though I was going to obtain some help which I desperately needed...These two men, one for the bus and one for the rail...but I never really knew when I initially made my request whether or not it would ever expand into a separate department.

REPRESENTATIVE KOZUBOWSKI

All right. Thank you very much.

REPRESENTATIVE BARNES

Thank you very much, Representative. Mr. Paveletic.

EDWARD R. PAVELICK

Pavelick.

REPRESENTATIVE BARNES

Pavelick, I'm sorry, forgive me. I appreciate your being as patient as you were...being as candid as you are, and I would appreciate it if those reports that you said that you would make available could be submitted to the Committee. Check with the Staff prior to your leaving so that we can get copies and have them incorporated into the records of the subcommittee.

Thank you.

REPRESENTATIVE KOZUBOWSKI

Mr. Chairman, Mr. Pavelick indicated at the beginning of his testimony that there was a written statement that would be available to the members of the subcommittee...

EDWARD R. PAVELICK

Yes. I have about 25 of them.

REPRESENTATIVE KOZUBOWSKI

All right. Before you leave, would you please give them to our Staff.

EDWARD R. PAVELICK

...And also, I didn't read the ordinance that was adopted in July, so there's a copy of that also, with the criteria.

REPRESENTATIVE BARNES

Would you leave all of that with our Staff? Thank you again for being so patient. Thank you very much.

EDWARD R. PAVELICK

Thank you. I appreciate being here.

REPRESENTATIVE BARNES

Next, in line with...We will attempt to do is...I have my watch here and

you know legislators are accustomed to eating at their desk and all of that... But we're going to try to go straight through. Apparently there's going to be quite a few witnesses. We're going to try to go straight through until about 1:15, and then we'll break for about 45 minutes and start again at 2:00. I hope that that will fit into all of the schedules here. That's the intention of the Chair right now. If the committee members suggest that we go straight through, we may go straight through. Mr. Coleman, I believe is next. Following Mr. Coleman will be Mr. Geissenheimer. Is that correct? Could you two come together or would one speak for the other? Is that...Would you come forward, sir and indicate to us who you are, who you represent, your title, and go into your testimony. Following this witness will be Mr. Witherspoon and/or the Division 241. Following Mr. Witherspoon will be Mr. McGinnis from the United Transportation Union, and then we will get to the public. Go right ahead, sir, and introduce yourself for the record and go right into your testimony.

HAROLD H. GEISSENHEIMER

Good morning. My name is Harold Geissenheimer, and I'm the General Operations Manager of the Chicago Transit Authority. The CTA welcomes this opportunity today to appear before you and to tell you, as well as our riding public and the public in general about the things that the CTA are doing on this important subject of safety and security.

I would first like to make some comments to clarify the issue and explain what we're doing. Then we will be happy to answer any questions that you may have. And Mr. Chairman, I might add that if it was appropriate, we do have several slides to show if you felt later on that you wanted to have that as a means of further documenting or explaining some of the items that we might describe. I'll leave that open for later.

Safety of the public, while using the CTA services, is and always has been of the highest importance to the Chicago Transit Authority. We deplore any incident of violence that takes place on our properties. Actually, there are relatively few incidences especially when you consider the extent of our operations and the large numbers of riders that we serve. But we consider one incident to be one incident too many. We are constantly endeavoring to do everything we can to make improvements, particularly in the all important area of safety and security. The various departments of the Chicago City government have always been highly supportive and cooperative. We are in constant touch with the police and fire departments and the other departments such as streets and sanitation, public works, development and community planning and the various bureaus. We are also in touch with the police departments of the 35 suburban municipalities served by the CTA, including Evanston and Oak Park. We look forward to you for suggestions and ideas and we stand ready to respond wherever possible. We also are looking to our riders and employees for suggestions on how we can improve.

So that we may consider the question of security in its full perspective, I first would like to briefly tell you about the great amount of service provided by the CTA.

The CTA operates the second largest public transportation system in the North American Continent. The CTA is one of the few systems in the world that provides bus and rail rapid transit service 24 hours a day, every day of the year. Most cities close down most, if not all, of their rapid transit operations in the late night and early morning hours. For example, such cities as London and Paris, shut down their subway systems after midnight. Throughout the 220 square miles of the City of Chicago, there is at least one CTA route and often more than one within three-eighths of a mile of 99% of our residents. In addition, the CTA serves 35 nearby suburbs. Our total service

area has a population of 4 million persons. We have 2,400 buses for a surface system that is one of the largest and most comprehensive in the world. Our buses make 31,140 trips each weekday. There are 134 bus routes, extended over 2,000 miles of streets. There are 13,400 CTA posted bus stops.

On our rapid transit system, our trains make more than 2,400 trips each weekday. On Saturdays and Sundays our bus and rapid transit service is not needed as much as on weekdays but the weekend service is still quite substantial. For example, our trains make 2,000 trips on Saturday and 1,400 trips on Sunday. Our riding on Sundays has more than doubled because of our reduced bargain fares and "supper transfer" passes. Our rapid transit system consists of seven routes. There are a total of 205 miles of track, on 90 miles of right-of-way. There are a total of 140 stations. Each weekday our rapid transit trains carry more than 514,000 riders, on Saturday 237,500 and on Sunday 130,500.

All together, our rapid transit and bus systems carry more than 2 million riders each weekday and more than 643 million riders a year. On the CTA, we carry more riders than all the cross-country railroads and commuter railroads in the entire nation, put together.

And it is extremely significant to note that our ridership is increasing. Last year, in 1977, our ridership totaled more than 643 million riders, represented an increase of 1.7% over 1976. Furthermore, we are experiencing a much larger increase in riding this year. Thus far, this year's total ridership on the CTA has increased 4.6% for both the bus and rail systems. On the rapid transit system, alone, the increase in riders has thus far this year been 6.9% or nearly 7%. And I might add that these increases have continued during June and July and into August. They are not wintertime increases. They have been consistent throughout the period.

We believe that these figures of substantial increase in riding show that we do have the confidence of riders and the public in our operations and service.

The question has been brought up about who, which agency, is responsible for the security of riders and operating personnel with the CTA. I would like to quote from the Metropolitan Transit Authority Act of 1945, where the State legislation authorized the creation of the CTA which began operations on October 1, 1947. It said as follows. "Section 327" of that act. "In the policing of its properties, the Chicago Transit Board may provide for the appointment and maintenance from time to time of such political force, of such police force, as it may find necessary and practical to aid and supplement the police forces of any municipality, in the protection of its property and the protection of its passengers and employees." This quotation from the enabling state act for the creation of the CTA clearly shows that the primary responsibility for policing the CTA and the protection of citizens on CTA premises rest with the municipality in which the property is located. In other words, it is the responsibility of the Chicago Police Department and the police departments of the suburbs in which we operate to protect CTA riders and our operating personnel.

The CTA has always had its own security force, but the purpose of the CTA security staff is for plant protection, not for the protection of riders and operating personnel. The CTA security force totals 78 men. The assignment of these security personnel is to protect our properties, garages, rapid transit yards and shops, building facilities, switch gear, trains and buses and so forth. This includes, in the last several months, the assignment of our security department to respond to incidences where our buses have been disabled on the street or waiting a replacement bus or where there is a particular incident where a security car is assigned to protect the driver and

the passengers at that location. This is an important function for the CTA, but it is mainly a function of plant protection. It depends upon specialized CTA equipment and facilities.

As one example of the good work of our security force in protecting the yards where our trains are stored when not in use, CTA's rapid transit cars have never been subjected to the "Graffiti" that have marred rapid transit cars in some other large cities.

A suggestion recently has been made that a separate police force be created at the CTA for the security and protection of riders. However, we at the CTA firmly believe that such a separate force would not be feasible. Of foremost consideration is the fact that there would be a costly duplication of police services and overlapping of manpower with the service and manpower of the established police departments. Such a force within the CTA also would be frustrated by the inability to reach the degree of professionalism that the Chicago Police Department and other police departments provide for rider security. A separate CTA police force would create a constantly increasing manpower requirement for which the CTA has no available resources and for which the CTA would have to turn to other public agencies, such as the Regional Transportation Authority, the City of Chicago, the State or the Federal Government for funding. The only city in the United States with a separate transit police force, of any size for rider security is New York City. The New York City Transit Authority, presently has a police force of 2,900 personnel. This incidentally, for economy reasons, recently was reduced by 500 men from a previous force of 3,400. This year the budget for this separate transit police force in New York City amounts to 100 million dollars. And while this separate force is a part of the New York City Transit Authority, all of the money for this separate force, actually is provided by the New York City government, from its general city funds.

At the CTA, we are extremely grateful for the work of the Chicago Police Department, which for some years now has given top priority to the protection of our riders and employees. Chicago's police department has gained national recognition as a pace setter in its approach to the transit security problem. The creation and work of the mass transit unit for the rapid transit system for example, represents an innovative modus operandi that is a good model for good and effective police work that is being copied in other cities. For our extensive bus operations, the Chicago Police Department also is not only highly effective, but it is constantly alert to making changes in its procedures and operations to meet changing conditions.

On our part, we at the CTA, carry on a constant liaison relationship with the Chicago Police on the security question. This constant liaison is in addition to our 24 hour relationship of instant communications with the police. And I'd like to add at this point with the printed remarks, that we do have almost daily communication with the, at my level and far more frequently at the working level, with the responsible police officers of the police department, beginning with the Superintendent and the Assistant Superintendent, several times a month, daily with Chief Johnson's office who is the head of the uniform services, and Mr. Coleman and Captain Shea and the others of the security detachment, much more frequently with Captain Eagan of the mass transit squad. This is a working, everyday relationship, not something that is established on paper only. We have also been meeting regularly on a monthly basis with the representatives of the Amalgamated Transit Union, the police and the CTA to set up a means whereby particular incidents that have developed in the last month could be looked at to see if there are any improvements or changes which could be made. The police have been given an opportunity to report at that time on what they have been doing and I hope that that method will allow

us to learn by our experiences as we go along. This is a constantly changing world and the review process is there to try to respond to those changes.

Going back to the text, I would like to refer to a previous appearance made by the CTA before the Chicago City Council Committee on Local Transportation back on August 11, 1972, when the security question was being discussed. One quotation from the CTA's testimony at that time is especially significant because it points up an important policy that we have continued to follow. The statement by the CTA read in part that we believe that the CTA's most effective contribution toward the community problem of citizen security is for it to implement every possible opportunity for improvement of its physical plan and every modification of its operation practices that will maximize public convenience. In keeping with this policy we have made many important changes for security reasons. For example, after 7:00 p.m. at night we operate only 2 car trains. This means that there is a CTA operating employee, either the motorman or the conductor, in each car. The shorted 2-car trains tend to bunch riders together. For that reason a number of people moving together provide a greater degree of security. I might add that on Sunday especially, that the presence of the "super transfer" has substantially increased the riding more than double and this also tends to put more people on the vehicles at what were formerly lighter hours of the day.

For the evening and night time operation, the "A" and "B" stop pattern has been eliminated so that trains make all the stops. All of which makes for more frequent serving of each station and less waiting time on the station platform. All of our new cars have high intensity lighting and are air conditioned, which among other benefits mean that there are no open windows through which an incident effecting passenger security could occur. The spacious, open type of design of the Dan Ryan and Kennedy stations all brightly flooded with light, has

become the basic design concept for the remodeling of and building of old stations which we are doing as quickly as possible as funds become available. And I think to those that have visited new subway stations such as at Logan Square or the brand new ground station in Cicero, you will see there a type of open structure visible from the agent control areas, in the case of the Cicero station visible from the street, full partitions are being installed on the new properties, and as necessary in older stations, just to create this feeling of openness that's a contribution of the engineering department which also simplifies the maintenance of the station and has been very well received by all concerned.

As funds become available, we are installing bright new lighting facilities for stations and on station platforms to provide a greater degree of security. I might point out that many of our older elevated stations still have lighting that works off the same power distribution system as the 3rd rail. These lights are in series and we are now working to replace them with AC type of lighting which is much more vandal proof and not in series.

Improving our CTA communication system has also been a major objective because good communication is a critical factor not only for the efficient operation but also for security purposes. Some years ago, for instance, the CTA became the first transit agency in the world to equip all of its trains with train telephones for communicating with our control center in the Mart. Again, this has been important, not only for operations, but also for relaying calls immediately to the police and fire departments in emergencies. In the slides that are available for showing at some time, if it's appropriate, we do trace you through the use of the train radio and also the new bus radio to the control center, to the direct line to the police department and the response of that from the police department. In the last few years, we have made great progress in improving our communication system. We are now completing a major project that will make the CTA bus system unique in modern

communications. As of today, more than 90% of our buses have now been equipped with the following equipment: two-way radio communications for bus drivers with the control center; a silent-alarm emergency system, by which the bus driver through a hidden device can send a distress signal to the control center in the event the driver cannot use the two-way radio; and automatic bus locator system by which the control center can quickly pinpoint the location of the bus in distress. This is a unique system that has been developed by the CTA, not only for its use but also as a model for other transit systems. And I might add that there is no other city in the world that has a complete bus location system such as the type that the CTA has both pioneered and installed. The original system operating in 1968 was a demonstration system. In the last year, the new and permanent equipment has been installed and is now working.

We find, and we really believe, that we have tried to do everything possible to locate a bus that is in an emergency situation by this automatic alarm device. Within the next few months, actually by mid-September, the remaining 100 of our buses will also be equipped with this equipment. At that time, the CTA will have every bus that is in service, equipped with a radio and an emergency alarm and an automatic location device.

As an important part of this communication improvement program, we have also modernized and enlarged our control center in the Merchandise Mart. It is a control center where all of the operations are directed 24-hours-a-day and from which we have instant communication with the police and fire department. The equipping of our bus fleet with two-way radio communications has been accompanied by substantial increase in our broadcast capability so that the airwaves we use do not become jammed. Until last year we had only two radio channels. This has now been increased to six. Our extensive two-way

radio system and our modern control center have become a national model in transit communications and are inspected frequently by people from other locations.

I mentioned earlier that we were the first system to make history by developing a train telephone for our rapid transit system. This was several years ago; a system that was dependent on the power distribution system through the 3rd rail. It was an induction type system. We are now about to make history again by changing from this system dependent on the 3rd rail, and which when you cut power causes the communications system to be shut off, by developing a modern two-way radio system for all of our trains. A major engineering project for this system has progressed to the point where we will soon be ordering the equipment. Later this year we will begin placing this new system in effect for all of the above-ground parts of our rapid transit system.

The new system will provide motormen, conductors and supervisory personnel with portable radios for communication directly to the control center. We intend not to mount the equipment in the cab or on the car, but rather to mount it, give it to the employee directly to carry as a policeman. Police cars nowadays no longer carry built-in equipment, so that when the man leaves the car he is able to take his communication with him. If our conductor goes down on the track to check out a train, he will be able to take (unintelligible)... for the subway is not possible due to the interference of the earth and tubes. The new installation will utilize coaxial cables with a series of receivers and transmitters through the subway tubes.

In addition to serving the CTA, this new system for the subways also will provide separate radio communications for the CPD and the Chicago Fire Department. The services for the Chicago Fire Department are also extremely important to CTA and its riders. In most instances the response by the fire department for aiding persons who become ill on trains and buses or in stations, like

the police and security, the Chicago Fire Department has performed an outstanding service in emergencies on our system.

All together, this new communications system for our bus and rapid transit operations are costing in excess of \$21 million and \$7 million for the bus system and more than \$14 million for the rapid transit. The funding is being provided by the Federal and State governments; 80% by the Urban Mass Transit Administration of the U. S. Department of Transportation; and 20% by the Illinois Department of Transportation.

In addition to security, these modern communication facilities for the CTA are also important for several reasons. Good and reliable communication is important to the efficient operation of buses and trains. We also need these modern facilities so that we will be able to have better communication with our riders such as informing about the reasons for delays and other emergencies that may occur. CTA's capability of instant communication also is extremely important for a reason that is not generally known to the public. As they go about their duties of operating buses and trains, our bus drivers, motormen and conductors are also observers of everything that goes on around them. They are on the alert for incidences and emergencies that are not connected with the CTA, such as fires in buildings, and accidents on the streets. Through our communications systems, our employees report these incidents to the control center which in turn call the police or fire.

While we are making very significant improvements, I want to emphasize that the search for new ideas and the creative effort put into providing greater security on the CTA represents a never-ending endeavor. For instance at the CTA, we believe that an emergency telephone in stations and on station platforms could be very effective for enabling riders to get in touch with the police through the 911 emergency number. We are now exploring this matter of obtaining funding for the installation of the telephones. We are working directly with the Bell Telephone Company in Evanston on a

trial installation, and are also preparing an application for funding to do that elsewhere on our system.

As a personal note, I think that I personally have the same concern over what happens on the bus. I was talking to one of our employees in the rear of the room earlier and my mother uses the bus several times a week. She's 77, she's a regular rider...I don't see anything wrong with that. She rides on Clark or Broadway, and I feel that we must do what you're doing, look constantly at what we're doing and see how we can do it better. There are always suggestions. The police have been responsive to that. There have been a number of additional improvements made in the last several months, and we're here today to learn as the Committee what further improvements can be made. Thank you.

REPRESENTATIVE BARNES

Thank you very much, sir. Representative Skinner.

REPRESENTATIVE SKINNER

Yes, who was driving the bus that was...in which the driver was reported to have assaulted Felix Freidman on...in the article Mike Royko wrote on July 30th of this year?

HAROLD H. GEISSENHEIMER

Sir, if you're speaking in regard to the process of how employees identification is made available, that identification is made available to the Chicago Police Department. There is a regular process for doing that. That information is not given freely to any individual who just calls up on the telephone. That would not be fair to the employee. I don't believe that any other company or concern dealing with the public also makes that information available. But it is not withheld when there is a proper way for that to be done, and in that particular case, I believe that it was given to the Chicago Police Department.

REPRESENTATIVE SKINNER

Well, that's fine, except the Chicago Police Department didn't see the assault and can't make a complaint.

HAROLD H. GEISSENHEIMER

Sir, there is a process for those two things to be tied back together. There's no intent on our part to harbor an employee who did something wrong. But on the other hand, it is out of respect for the employee...and there is a process...I'm not sure that all of the details that happened subsequently to the article, have been clarified.

REPRESENTATIVE SKINNER

Well, they certainly haven't. Why don't you tell us what's happened? Has the gentleman been placed under arrest?

HAROLD H. GEISSENHEIMER

I am not familiar with that. That's not...If the person pursued the case, that's something for the Police Department. Vic, do you happen to know?

REPRESENTATIVE SKINNER

You don't know when your employees are placed under arrest for assault on the bus that they're driving?

HAROLD H. GEISSENHEIMER

Sir, we have 13,000 employees and whether or not that particular employee was placed under arrest, I....

REPRESENTATIVE SKINNER

Do you have a way of finding out?

HAROLD H. GEISSENHEIMER

Yes, sir. Through our Transportation Department.

REPRESENTATIVE SKINNER

Would you please?

HAROLD H. GEISSENHEIMER

Yes, sir.

REPRESENTATIVE SKINNER

How many trains run after 7:00 p.m.?...The two-car trains?

HAROLD H. GEISSENHEIMER

I would have to get you that information by hour of the day.

REPRESENTATIVE SKINNER

Well, how about a wild guess. What's the maximum running after 7:00 p.m. at night?

HAROLD H. GEISSENHEIMER

There's probably somewhere between 75 and 100.

REPRESENTATIVE SKINNER

Running at the same time?

HAROLD H. GEISSENHEIMER

Yes, because they are going back and forth.

REPRESENTATIVE SKINNER

All right, I'm trying...what I'm trying to find out is how many policemen would you have to have assigned to the trains if one were assigned per train? How many would that be?

HAROLD H. GEISSENHEIMER

That particular figure...I can develop for you, by hour of the day if that was a question that you have and Mr. Coleman will make that....I believe that the mass transit squad of the Chicago Police Department at this time assigns police on a rotating basis to the train system. I think, there again you get down to the question of what is the proper utilization of the policeman or whether he rides on a bus or a train. He may not need to go all the way to the end of the line. He may only need to ride within certain

boundaries. And the type of assignment that they make, which is a selective assignment based on their actual experience, then they put the police where they are needed to respond to that. We can develop for you...a person stayed with each crew, which I think is what your question is.

REPRESENTATIVE SKINNER

That's what I'm basically asking.

HAROLD H. GEISSENHEIMER

We can determine what that is for you.

REPRESENTATIVE SKINNER

That would be appreciated because, obviously, if the assignment at present were satisfactory, you wouldn't have this room full of people. Can you tell us the status of the new meters?

HAROLD H. GEISSENHEIMER

The CTA is not involved in the purchase of any new fare boxes.

REPRESENTATIVE SKINNER

It's not?

HAROLD H. GEISSENHEIMER

No, sir.

REPRESENTATIVE SKINNER

Bids were let and rejected.

HAROLD H. GEISSENHEIMER

That does not concern the CTA, sir.

REPRESENTATIVE SKINNER

Well, aren't they going to be put on your buses?

HAROLD H. GEISSENHEIMER

I don't believe so.

REPRESENTATIVE SKINNER

Well, Nortran said they were being held up because you guys refused to pick the low bidder.

HAROLD H. GEISSENHEIMER

Sir, the CTA has not been involved in the purchase of any fare boxes. The CTA completely re-equipped its buses with a walk type of box back in 1968 and 69. Our system is modern and up-to-date. It is the type of system we loan to Nortran. Reference was made to fare boxes and a vault that were given to Nortran as an interim measure to the extent that we had available boxes.

REPRESENTATIVE SKINNER

Is my information incorrect? Didn't you let bids for meters?

HAROLD H. GEISSENHEIMER

The CTA is not planning to purchase and has no grant or any....

REPRESENTATIVE SKINNER

I'm not sure you're answering my explicit question. You have never let bids for meters that would count exact change and notify the driver if there was not exact change put in?

HAROLD H. GEISSENHEIMER

We have no project of that nature, sir.

REPRESENTATIVE SKINNER

And never have.

HAROLD H. GEISSENHEIMER

No, sir.

REPRESENTATIVE SKINNER

Well, back to Nortran.

HAROLD H. GEISSENHEIMER

I would also say that that type of a system may have to be studied as to whether it does all the things that...You would have to look very carefully at that type of system as to whether it would solve all of the problems that you have because you have various types of fares. If a person boards the bus, one person is going to pay 50 for an adult fare, one person

is going to pay 60 for a transfer, and one person is going to pay half-fare for a senior citizen, plus a nickel for his transfer or ten cents for a child transfer. The fare box must know in advance what the charge is to record the proper fare in the first place. In other words, you would have to set something into the box to say this is a 60¢ fare. Now, do I have 60¢ coming into it. But we're not involved in that and we're not planning that.

REPRESENTATIVE SKINNER

To what extent do you think short-changing is a problem on your system?

HAROLD H. GEISSENHEIMER

I think that in reading the reports of our inspectors that do ride the bus on a regular basis, and reading the reports of passengers who send in both commendations and complaints about what they see on the system, I believe that our drivers are making an honest effort to collect the fares. We have many, many cases where passengers have identified situations where the driver has called them on a type of transfer, called them on the improper payment of the fare. Sometimes the passenger is correct, sometimes the driver is correct. I believe that our drivers are collecting the fares.

REPRESENTATIVE SKINNER

Are you getting 90% of the money that you ought to?

HAROLD H. GEISSENHEIMER

I think, sir, that you're talking about 99.9% or something, because our revenues have increased in the last year. In other words when talking about....

REPRESENTATIVE SKINNER

When did the fares go up?

HAROLD H. GEISSENHEIMER

When I speak in terms of revenues, they went up in September of 1976. The increase that I refer to is an increase beyond the increase in the fares. In other words, when we say passengers have gone up, the actual revenues have gone

up also, not just the revenues connected to the fare increase, but the actual dollars.

REPRESENTATIVE SKINNER

My calculations indicate that it would take an extra 9¢ per passenger to provide the same type of security that exists in New York City, which has...well you have 57% of the passengers they have. So you're number 2, but you're really number 2, I mean you're not a close number 2. How much passengers do you think you'd lose, if you'd raise the fare 10¢...20%?

HAROLD H. GEISSENHEIMER

I have no estimate of that, sir.

REPRESENTATIVE SKINNER

Well, it's obviously a very inelastic market because you didn't lose any passengers when you raised it 5¢ or 10%.

HAROLD H. GEISSENHEIMER

Well, there was a slight loss in the beginning that has gradually been recovered.

REPRESENTATIVE SKINNER

Well, it appears from your testimony that the loss did not...It was a 1.7% increase in 77 figures over 76 figures. That would indicate no loss on an annualized basis.

HAROLD H. GEISSENHEIMER

On an annualized basis, after a year's time considering the inflation of our money, at the same time that loss was washed out.

REPRESENTATIVE SKINNER

All right, two other questions, one with regard to the telephones throughout the system. I don't know too much about Evanston, but I would have a feeling that it's safer than the Congress Street line. Why are you experimenting in Evanston with the telephones? Why aren't you going to a high crime area?

HAROLD H. GEISSENHEIMER

Well, we are going throughout our system. The Evanston project was one that was on-going at the beginning of all this and it has been one that has been followed through on because it was already started. We have met also with the village of Oak Park concerning implementation out there and on the Congress Street line. We do see an application coming for funding for the whole of the project, but we want....

REPRESENTATIVE SKINNER

When do you think that will be filed?

HAROLD H. GEISSENHEIMER

This year.

REPRESENTATIVE SKINNER

This year? Well, I would be very interested in the bus riders' and rapid transit riders' opinion on whether they think cameras should be number 1 or telephones should be number 1. How about the cameras?

HAROLD H. GEISSENHEIMER

Well, let me refer first to the telephones. The telephone project does provide not only the security, it's also a convenience to passengers. We hope that in many cases the use of the telephone can become self-sufficient because it would be also an ordinary pay phone. So that if you were waiting on the rapid transit platform, you not only could get 911 without depositing any money, but you could also put 20¢ in and call home.

REPRESENTATIVE SKINNER

I would think a pay phone would work on almost any rapid transit station in the entire city. Why aren't they already?

HAROLD H. GEISSENHEIMER

Well, they are in some locations, almost every one of our stations. I think all but 8 or 9 do have a telephone somewhere in the station, but not

on the platform and we are moving now with the installation on the platform. Toronto, which is a city that we watch closely because it has made a lot of changes in the last several years in security, they have put telephones on the platform and the result of that has apparently been beneficial.

REPRESENTATIVE SKINNER

All right, when may passengers expect to see them installed on all stations?

HAROLD H. GEISSENHEIMER

This is something that is scheduled and is now being developed to determine what the cost of it is. There is a lot of work that would have to be done in getting the AC lines, the conduit and the actual telephones lines down on to the...If you took a Congress Street station, for example, the platform is as much as a block away from the nearest street. And the nearest street which is on an overpass over the expressway may or may not have a telephone line, so you're talking about a fairly major construction. If you just stop to think of that in putting in a conduit for those phone lines...We appreciate the size of the problem, what it would mean in terms of platforms, we have over 250 actual platforms. We have 140 stations with 250 platforms and we have to get to those individual locations.

REPRESENTATIVE SKINNER

Well, how many years will people in Chicago have to wait? Two years?

HAROLD H. GEISSENHEIMER

I hesitate....

REPRESENTATIVE SKINNER

Ten years?

HAROLD H. GEISSENHEIMER

No, I don't believe it would be ten years. The engineering department....

REPRESENTATIVE SKINNER

Over two and less than ten. How about five?

HAROLD H. GEISSENHEIMER

I'm not saying that it would be over two years, sir. I cannot answer that question. We're looking...We want to do it as quickly as possible. We are developing a schedule as to what's feasible. We learned a lot in going out to Evanston to actually look at the individual stations to see what you had to do.

REPRESENTATIVE SKINNER

Well, how soon can you tell us when the telephones will be on every station?

HAROLD H. GEISSENHEIMER

I would say that the schedule for that should be prepared in approximately a month to a month-and-a-half.

REPRESENTATIVE SKINNER

All right, we'll just send you a letter and you can answer us when you get the schedule.

HAROLD H. GEISSENHEIMER

This would be a schedule for a proposed installation depending on a funding of that.

REPRESENTATIVE SKINNER

Well, I've learned that pinning down bureaucrats helps to make them feel ... what they put down on paper ... if you get ever get them in public. And I'm sure that if we raise the expectations of your ridership that you'll have them in within 2 years, that if you don't have it within 2 years, there'll be another hearing like this where you try to explain

why they're not in 2 years, or why they're not there. What about TV camera's on each one of the platforms, by when will they be installed?

HAROLD H. GEISSENHEIMER

The TV camera project is a project of the Department of Public Works to be funded by the Urban Mass Transit Administration. That project is somewhere near ready to go to bid. I do not believe I think that they did go to bid and rejected the first set of bids. I'm not I should not comment on that directly. I believe you should discuss that with the Department of Public Works. The CTA is a participant in the project to offer the technical assistance of how it should be worked. But we are not the person who is actually doing the installation. There is a consultant, and the Department of Public Works ... and then these TV cameras are also tied to a communication system to go to the Chicago Police Department. The monitoring of those particular cameras goes back to the Chicago Police.

REPRESENTATIVE SKINNER

Gene, I wonder if you could get somebody from the Department of Public Works or whatever it's called to give us that answer.

REPRESENTATIVE BARNES

I will, what we will do since, especially since both of the first witnesses have alluded to some responsibility of the Department of Public Works, and that would be Commissioner Sulloway, I guess who it is, his office So, we will address those questions to him and receive information from him. If we had known that in advance, we would have invited that office here, but we did not. Representative Kozubowski do you have any questions?

REPRESENTATIVE KOZUBOWSKI

No questions.

REPRESENTATIVE BARNES

Representative Kucharski?

REPRESENTATIVE KUCHARSKI

What are the phones in the turnstiles for? In the cages by the money changers?

HAROLD H. GEISSENHEIMER

The phone within the agents booth?

REPRESENTATIVE KUCHARSKI

Right.

HAROLD H. GEISSENHEIMER

That phone is there for us to be able to communicate to the agent, and for the agent to be able to communicate outside. Not every booth has a telephone, but most do.

REPRESENTATIVE KUCHARSKI

That's only There are no other lines involved? That's only your line, right?

HAROLD H. GEISSENHEIMER

Yes, and it goes.... It does not They go to a separate location. Those are answered in our central assignment office and they deal with the agents' business. They're important to us. If, for example, we have a delay on the train and we have to tell the agents to send people to an adjacent bus service, and we use it for that. The agent also has a means

there of reporting incidents that may have to go to the Police Department.

REPRESENTATIVE KUCHARSKI

He has to report to you? I mean through that operator or that line and then they in turn call the police?

HAROLD H. GEISSENHEIMER

It goes directly to the police, yes.

REPRESENTATIVE KUCHARSKI

O.K. The devices that you were talking about that you want to put on the buses, do you also intend to put those devices in the cages?

HAROLD H. GEISSENHEIMER

There will be an alarm device added to some cages. Some cages already have alarm devices. This varies. We have some cages that have burglar alarms for example, where the booth is locked up and noone is in it over night. We have others that have fire detection devices. We are in the process of putting together a complete installation to make all the stations uniform.

If I could say this, I'm new to Chicago only for the past 2 1/2 years, but I have found that over the years that not having complete capital dollars available has led us to, and I've become very proud of this in my 2 1/2 year experience of being very, very prudent in how we put the money in and the capital money while large in total, if you look at the total value of the CTA has not been equal to the task of replenishing the system. If you were in private business and you're setting aside depreciation money.... So our dollars that have gone in, we have put funds into trouble spots, our system can use additional dollars, for example, in communication for the platforms. Many of our platforms have no such communication, at this time. That is now funded and we are moving forward to install those communications both to the agent and to the rider.

REPRESENTATIVE KUCHARSKI

When you say "uniform," do you mean all the stations and all the facilities therein?

HAROLD H. GEISSENHEIMER

Yes. What we're looking for, if you just took platform speakers, not every platform has a way that we can talk to from the control center. So, while it might be believed by our passenger, because in one station in the Loop they are able to get an announcement, for example, on Wabash avenue; if they were standing on a Wells Street Station, they could not get such an announcement. And we have to go and make that system uniform so that we can have a full communication system, throughout.

REPRESENTATIVE BARNES

Thank you very much. Would you two gentlemen be available for some additional questions a little later on? Do you have to leave now, or will you be available for a while?

HAROLD H. GEISSENHEIMER

Yes. I do have a meeting later this afternoon, but I can come back or Mr. Coleman can be here.

REPRESENTATIVE BARNES

If he would hold himself available, it won't be very long, we're going to deviate just a little bit. There are some other presentations to be brought forth, and after those presentations, I think I'd like to get into some questions and answers with you ...

HAROLD H. GEISSENHEIMER

We're at your disposal.

REPRESENTATIVE BARNES

... though that presentation may answer some of the questions I have.

HAROLD H. GEISSENHEIMER

We're at your disposal.

REPRESENTATIVE BARNES

Thank you, so we will hold my questions for you for after the next witness or so, next 2 witnesses. Thank you very much gentlemen.

At this point, we will deviate just a wee bit, and have come forth Ms. Jane Byrne. Ms. Byrnes has been waiting very patiently, and I really appreciate it. She has additional responsibilities, and so we want to allow her to be able to present her views to the committee, at this time.

Ms. Byrne.

MS. JANE BYRNE

Thank you very much, Mr. Chairman, Ladies and Gentlemen. Thank you for the opportunity to come here today to address myself....

REPRESENTATIVE BARNES

Ms. Byrne, would you pull the mike close to you, that one, the one in the middle. Pull it close to you.

MS. JANE BYRNE

...to address myself to a problem that has reached crisis proportions and a problem which I feel has cast a pall over the entire city, and which I believe threatens the city's ultimate existence as a bastion of civilization, a center of commerce, and as a place where people have a right to live in decency without fear.

That problem is the problem of personal safety on the streets of Chicago in the larger sense, and, in a more narrow context, on the public transportation vehicles of the Chicago Transit Authority. Hardly anyone rides a CTA vehicle in these disorderly times without a feeling of anxiety in the daytime and outright fear and terror at night. It is an anxiety and fear that is entirely justified, I regret to say, and it results from a problem that has been neglected, largely ignored, and met with half-hearted measures when any counter measures are taken at all. The lawlessness

that manifests itself in and around the public transportation facilities of our city is one of the more lurid scandals that exist in government today. The lawlessness has been and continues to be the shame of the city. The way it has been tolerated is equally shameful. I need only recite a few of the dreary examples readily available in the newspapers and on TV to illustrate my point. You can commit rape on a CTA "L" platform and you can get away with it. Rapists know it, and so does the public.

I would like to take this occasion to recite the results of a recent poll taken by Charles Stewart Mott Foundation and the Kettering Foundation. The results were presented to the Subcommittee on Intergovernmental Relations of the U. S. Senate Committee on Government Affairs. The survey shows that 40% of the residents of the big cities would like to move. Crime was the most frequently mentioned characteristic. Fifty-one percent of all urban residents and 62% of suburban residents in metropolitan areas identified the high crime rate as a significant characteristic of the worst city.

The old, the poor, those who do not have and who cannot afford a car or who cannot drive for some reason or other are prisoners today in their homes at night because they fear to ride public transportation. Industry is leaving because it's night workers fear to travel on public vehicles. Even in daylight the CTA is inexcusably lax in it's guarantees of personal safety. Wild, young "hooligans" run up and down the aisles of the "L" train in the daytime fighting, scuffling, racing from car to car with impunity, spreading disorder and most of all fear. Motormen dare not confront them and should not confront them. Ladies and gentlemen, the young gangs are terrorizing your trains. These vehicles belong to everybody, so what is the remedy?

I say we cannot compromise at this time one iota with public safety on CTA vehicles. That whatever the cost, a fast, crash program should be launched to guarantee the public that they will be safe riding public transportation at any hour of the day or night. In that context, I propose the following measures:

1. Recruitment and training of special cadres of armed security guards, possibly several thousand in number, to establish a round-the-clock patrol of CTA "L" stations and to ride patrol on trains and buses in high crime areas in the night hours. I think the platforms often times are overlooked, but you have people literally petrified to wait alone upon an "L" platform.

2. "K-9" patrols should be assigned at high crime "L" stations in the late evening and morning hours.

3. Continuous patrol should be assigned to "L" stations to arrest young hooligans and trouble makers. They used to have bouncers in the bad taverns; I think you could get some bouncers for the CTA. And these assignments should be in armed teams of 2 or 3 security guards on each train because, as I think we heard on Channel 2 the other night, one man alone would not be able to handle it.

4. Bus drivers in certain high crime routes should be enclosed in bullet-proof, glass enclosures, like currency exchange operators, and provided with instant radio communication, not to the CTA district, but to the police station.

The obvious next question is, who's going to foot the bill? The answer is, we cannot afford not to have safety on the CTA. Whatever we must do, we must do. The federal government found \$12 million for the State Street Mall, one of the most useless projects in my memory. We

should ask the Carter Administration to fulfill some of its pledges to the cities and finance this program to make the CTA safe.

The present city hall administration in July, announced plans for 100 unarmed aids to patrol CTA vehicles. When this proposal drew the laughter it deserved, the present Mayor enlarged it to include armed, off-duty police of an undisclosed number. I know the first speaker here this morning told you that both was happening. I called the police department last Thursday, myself. I did not identify myself, and I asked how many of the armed guards, off-duty police are on now. First I spoke to public information. Public information said they didn't know. They switched me to Personnel. Personnel said none. They said maybe we'll check again with Secondary Employment. We then checked with Secondary Employment, and we were again told that there were no armed police on as secondary forms of policing and protecting the CTA. That was verified by three different officers of the Chicago Police. Also, when I tried to pin down when were the unarmed police going to be there, I was told, "well, we're working on it, it's in the planning stage, maybe we'll get a class going next week". I say that is really quite wrong to do to the public. To date I'm told by police officials of both programs that they are not existent at this time.

That has been since July and perhaps somebody could explain why no one in the police department knows where these people are. It all takes on the bulk and hue of another gigantic City Hall snow job of the type that we have become familiar with lately, like banning the SST when the SST did not really want to come here in the first place. Saying we're going to put armed guards on, but then never put on the unarmed guards.

It is time to start a program of counter terror within the law against terror on the CTA. We must serve notice and we must demonstrate with tough,

police action that criminals and hooligans cannot prey on CTA passengers with impunity. That no matter what the cost, we are going to guarantee personal safety to CTA riders, in order to save the city.

We, the people, own the trains and the buses of the CTA. We, the people, own the CTA "L" stations and we should not be lied to about the security that is non-existent. We own the streets the CTA buses operate on. We have every legal right to enforce the law to the fullest extent of these facilities. As I get around and talk to people in this city, the forgotten people in the neighborhoods, the senior citizens, the elderly, the poor, the people who rely on public transportation, I realize one thing: I think that they feel the same indignation I feel that so little has been done to guarantee their personal safety. A quick press release and that's it. The CTA has let the riders become fair game for the agents of crime and disorder in this city. It's time the law abiding public regains control over it's own destiny on the trains and on the buses. It can be done and it should be done. And the public deserves every bit of that. I'll answer any questions that you might like.

REPRESENTATIVE BARNES

Would it be possible to have that statement made available to the staff so we can incorporate it into the record.

MS. JANE BYRNE

And I certainly wish, with all respect Mr. Chairman, that you would check and find out that there are no armed policemen on at night.

REPRESENTATIVE BARNES

We definitely will check. I appreciate you bringing that to our attention.

MS. JANE BYRNE

Thank you. I was appalled.

REPRESENTATIVE BARNES

Are there any questions?

REPRESENTATIVE KOZUBOWSKI

I have one.

REPRESENTATIVE BARNES

Representative Kozubowski.

REPRESENTATIVE KOZUBOWSKI

Ms. Byrne, I'd like to ask you, when was it that you first became aware of violence and vandalism on the CTA system?

MS. JANE BYRNE

I would say along about March of this year when I started riding the CTA. Up until that time, I'd had a private, city car, I didn't actually get active in riding buses or public transportation until after last November.

REPRESENTATIVE KOZUBOWSKI

But you know, in the last 8 years or so, while you were associated with the City of Chicago as Commissioner of Sales, were you never aware of violence on the CTA or incidents of violence?

MS. JANE BYRNE

I'm sure that if it was in the paper I had read it, but it was not under my jurisdiction.

REPRESENTATIVE KOZUBOWSKI

It was not something that you became personally involved in?

MS. JANE BYRNE

Not until I had to ride it myself, that is correct. I think we all sort of started looking at it, even before I left, after that one "L" crash where so many people were injured. Where it just left the tracks. I think that probably spotlighted and highlighted, you know, some of the feelings about the CTA. The other accident going down the middle of the Kennedy, I did see

that from my car. The third (unclear), the collision up at Loyola, I think that sort of brought everything to a head in the past year. But prior to that I was always in a car.

REPRESENTATIVE KOZUBOWSKI

When you were riding in your car though, if you did see an act of violence, somewhere along the CTA routes, you did take some action?

MS. JANE BYRNE

If I had seen one, I would have. I didn't see one.

REPRESENTATIVE KOZUBOWSKI

You didn't see any violence?

MS. JANE BYRNE

But I would have. But I would give you an example of what I would do. I had a phone in my car, and last summer when we were coming down to City Hall, the train structure, the Northwestern Station, I saw sparks coming out from under the tracks, right there where you go under as you're approaching City Hall. So, I called the fire department. I mean, this would be a safety measure too. I noticed since that time, at the Northwestern Station, starting the next morning, all new wooden planks were put in. So I assumed that the fire department, once they had been notified, were very quick to go over there and get it re-done. You can go over there, it would have to be Washington and Canal. But it's all re-done.

REPRESENTATIVE KOZUBOWSKI

Well, we know how very active you were with consumerism and I'm sure that if you were aware of the violence or proposed violence that was present on the CTA, that you would have made those reports available to the administration of the City of Chicago.

MS. JANE BYRNE

I certainly would have, but I didn't have any. The only thing in trans-

portation that I really received complaints on were taxi cabs.

REPRESENTATIVE KOZUBOWSKI

Taxicabs?

MS. JANE BYRNE

And I think that's because of jurisdiction.

REPRESENTATICE KOZUBOWSKI

Let me ask you, now that you're making stops out to the various areas of the city and you're meeting with the people on a one to one kind of basis, you're riding the CTA often?

MS. JANE BYRNE

Yes.

REPRESENTATIVE KOZUBOWSKI

Have you seen acts of violence while riding the CTA or people not being treated properly or receiving the proper ...

MS. JANE BYRNE

I've seen insensitivity, yes, I've seen..., which has nothing to do with crime, but I've seen arthritic people that are senior citizens attempting to get on a bus and you know, the step is to high a climb. I've helped them get up on that. I've seen people get more or less pushed very quickly down the aisle. I think you've got other things going on right now, in the area in which I'm riding. However, that would be something that if I had seen, yes ... some thing I would have called.

REPRESENTATIVE KOZUBOWSKI

Your department was also in charge of consumerism, I take it.

MS. JANE BYRNE

Yes.

REPRESENTATIVE KOZUBOWSKI

Did you ever have any complaints from the members of the public that they were not getting the fair amount of value and the protection which they thought they were entitled to as members of the tax paying public while you were Commissioner?

MS. JANE BYRNE

No, not about riding CTA or the trains.

REPRESENTATIVE KOZUBOWSKI

You never had any reports of violence or people not being treated properly on CTA, while you were Commissioner of Consumerism for the city of Chicago?

MS. JANE BYRNE

No. I think people ... I would say that we had many complaints about taxis. If you're taking in the entire transportation ... which of course our record on ...

REPRESENTATIVE KOZUBOWSKI

My concern though is violence on the CTA. I take it then that your statement is that while you were Director of Sales and Consumerism for the City of Chicago, you never had a report that people were treated either unfairly or that they were not given the proper protection as taxpaying members of the public.

MS. JANE BYRNE

No, that was not something that people would have thought of. They think of supermarkets, they thought of cabs, they think of you know, fair share. But not the trains. As I say, you have State Street all torn up. You have short tempers around the loop in Chicago, whether in car or in trains.

REPRESENTATIVE KOZUBOWSKI

Let me ask you, what lines specifically, are you riding around the city?

MS. JANE BYRNE

I've been riding on Michigan Avenue, down to Jackson. I've been riding the Bryn Mawr "L" up to Sanganash, to Peterson. And the rest of it, I'm not going to say where I'm riding.

REPRESENTATIVE KOZUBOWSKI

O.K.. Thank you very much.

MS. JANE BYRNE

All right.

REPRESENTATIVE BARNES

Any further questions. Thank you very much. Again if we could have the statement so that the staff can make copies of it. So it can be incorporated in our records and so any members of our subcommittee can have them available for their study. I appreciate your being as patient as you were. And I know that you understand. Thank you very much.

MS. JANE BYRNE

Thank you very much. Thank you ladies and gentlemen.

REPRESENTATIVE BARNES

Next, we will have come before us Mr. John Beckley, Is that correct? Beckley? Mr. Beckley, if you would introduce yourself and introduce the group that you are representing for the record, and then go right ahead into your statement.

MR. BECKLEY

Thank you, Mr. Chairman. I am John Beckley, Chairman of the Transportation Committee of Metro Seniors in Action. Seniors have been fighting for

adequate protection from crime on our mass transit system for years. We are happy to have this opportunity to address this problem to our State Representatives. When we talk about crime on the CTA, we are not just speaking about the headline crimes, the murders and the rapes; but also the pick pockets, the purse snatchings, the muggings, the harassment and the destruction of equipment, such as torn seats, and escalators that don't work.

We invite you to board a bus as a school is letting out for the day. To witness the smoking and gambling and general harassment. These are problems that unnecessarily plague the seniors of our city.

We do not feel that the present solutions given by the CTA and Mayor Bilandic are adequate. We need more protection than unarmed security aides can offer. The shifting of more police to the mass transit force is not the answer either, for it will leave our neighborhoods open to criminals and hoodlums. As soon as crime goes up in the neighborhoods, we will be back where we started. Off duty police are not the answer either. We need full-time, armed forces, trained in the operation of the mass transit, with expert knowledge of crimes perpetuated on the CTA.

We are told that there is no money for such a force, yet how can a price be put on people's well-being? We have been paying the taxes all of our lives to support public transportation. Yet vandalism on the buses and "L" trains accounts for millions of dollars every year. Shifting those millions to an adequate security force could dramatically cut down on this destruction of our property.

There are steps that could be taken to get at some underlying causes of this problem of security, such as keeping suitable statistics on crime on the CTA, or establishing a special court for transit crimes. These would not solve the problem. They could only facilitate in providing protection by the CTA. We feel that we have the right to demand sufficient protection on the CTA. Because of the importance of public transportation, perhaps it should be made a criminal offense for not taking adequate security members for the people and operators of mass transit. It is time to face the seriousness of this problem. It is necessary for our public agencies to come up with safety or suffer the consequences. We have been suffering the consequences for too long. Thank you.

REPRESENTATIVE BARNES

Are there any questions? Thank you very much Mr. Beckley. Would you have that made available? ... our statement for the Committee so it can be incorporated into our records.

MR. BECKLEY

Yes sir, I'd be glad to.

REPRESENTATIVE BARNES

We can make any copies that are necessary.

MR. BECKLEY

Thank you.

REPRESENTATIVE BARNES

I appreciate your patience, thank you very much. Next will be the representatives of Division 241, Mr. John Witherspoon and Timothy O'Mahony,

is that correct? Would you come forth at this time? I believe that you both have statements so, originally ... if, whichever Mr. Witherspoon... if you're going first, introduce yourself. Give us your title, who you're representing and go right into your statement. If there are any other potential witnesses in the audience that have come in since we've started, I'd like to make this announcement. If there's any.... If you wish to present testimony to us, please come up to the front table here and get a witness slip and sign in so that we can go right through our witnesses. Mr. Witherspoon you can go right ahead.

JOHN M. WEATHERSPOON

Thank you Mr. Chairman. My name is John Witherspoon, President and Business Agent of Amalgamated Transit Union, Local 241. The crime problems on the Chicago Transit Authority bus routes have been the same old story since 1970 or 1972. The Chicago Transit Authority has said time and time again that is is the responsibility of the Chicago the Chicago Police to protect the CTA's passengers. The Chicago Police Department has just as consistently failed to get the job done.

The crime situation has been getting worse during the past 5 years. The criminals who frequent the CTA lines have been getting more violent. The exact fare program only temporarily reduced robberies of bus drivers. The bus drivers are still robbed of their personal money, their punch and their transfers. Hold-ups of entire bus loads of passengers is not a rare event. Pick pockets are extremely active on many routes in the city and many of their victims are senior citizens. I personally know that this is happening because I saw it on the Division Street buses when I was driving up until about 2 months ago when I became President of the bus drivers union. Everyone else who drives for the Chicago Transit Authority knows it is happening also.

The Chicago Police Department and the CTA do not have any crime statistics to show what we know to be happening on the street. This is one of our biggest problems, just trying to prove that there really is a crime problem on the bus routes here. Many bus drivers have quit the CTA because of fear of what might happen to them while driving certain routes.

The Chicago Transit Authority has not kept its promises to us concerning what they will do to improve bus driver protection. One example is the CTA's agreement not to put buses out on the street with defective radios, with no radio at all after 8:00 p.m. Buses with defective radios are routinely put out on the street after 8:00 p.m. Bus driver Parks, who was murdered 2 months ago had no radio at all on his bus. The parts had been removed. When he was murdered, and this was about midnight. Also radio checks to determine if the radio's are working are made only once a week. Many times a bus driver will find out that his radio doesn't work at a time when he needs his radio to call for help.

Another of the CTA's broken promises was a promise made early last month to have CTA police squad cars assigned to stand by with disabled buses or buses involved in traffic accidents, so far as to protect against the type of incidents which happen to bus drivers Lee Luella, Jr., who was murdered. The CTA did honor this promise for about three weeks and then curtailed assignments of the CTA police squads. We seriously disagree with the CTA claim that responding time to calls for help from the bus driver is only five minutes. Waits of 15 minutes, half an hour and longer occur frequently. The Chicago Police Department has told the Union that they do not get calls from the CTA on some incidents. We believe that this is so, but unfortunately we have no proof of it.

There have been suggestions made that some sort of bullet proof, or

high impact safety glass, be required for the busdrivers' windshield and the side window. We believe that such requirement would save lives and prevent accidents. We are not satisfied with this alone, because we want to see the (unclear) and people who commit these crimes put in jail.

The problem of crime on the buses is not restricted to the City of Chicago. The members of our local who drive for the West Town bus company report that they too are having problems with rowdiness by teenagers, rock throwing, and passengers who are looking to start fights. Money can always be found for sports stadiums and massive real estate projects to rebuild part of the loop area, to build expensive subways. We believe that with a problem as serious as crime on the transit system, money can certainly be found to finance adequate protection. Thank you. I'd be glad to answer any questions.

REPRESENTATIVE KOZUBOWSKI

Mr. Witherspoon, in regard to your statement dealing with the radio checks and the equipment that is presently in the CTA buses. Is it not possible for the bus driver to check that phone system or radio system on that particular bus when he begins work on a day.

JOHN M. WEATHERSPOON

It is required by the CTA in each bus station. There are 10 different work locations and each bus station, they have a day, one day per week to check the radios. They call control center and check to see if the radio's working properly.

RERPRSENTATIVE KOZUBOWSKI

Well, what I'm asking you is, you know, you as a bus driver, when you report to your location and get on your bus to take over your duties as driver, would it not be possible for that particular driver to pick up the phone and make the call or do whatever is necessary to activate at the other

end to see that your bus is called ...

JOHN M. WEATHERSPOON

... Station or North Avenue Station 69th Street, they're given one day to call in for a radio check when they pull out on the run... that morning.

REPRESENTATIVE KOZUBOWSKI

Oh, I see, O.K. My other question is in regard to where the West Town bus company is?

JOHN M. WEATHERSPOON

Where is it?

REPRESENTATIVE KOZUBOWSKI

Yes, you said that their drivers were experiencing some....

JOHN M. WEATHERSPOON

West Towns Bus Company is located in Oak Park, Illinois, around Lake and Ridgeland... in that area.

REPRESENTATIVE KOZUBOWSKI

Thank you, I have nothing else.

REPRESENTATIVE BARNES

Representative Skinner.

REPRESENTATIVE SKINNER

Would you tell me to what extent you think the exact change system is preventing or causing the short changing of the fare box?

JOHN M. WEATHERSPOON

Well, the exact change system instituted some years ago after an operator was murdered, I don't remember the exact year, but the Union negotiated in this contract a few years ago to have exact change boxes installed. I feel that, personally the exact change box has curtailed some of the crime because now the money is put into the box and the operator doesn't touch it at all

so he doesn't have it in his possession.

REPRESENTATIVE SKINNER

Well, are people short changing the fare box?

JOHN M. WEATHERSPOON

Well, you're always going to find that happening. There's always somebody that's going to short change the fare box.

REPRESENTATIVE SKINNER

What does the driver do when that occurs?

JOHN M. WEATHERSPOON

Well, when the driver observes that the fare box has been short changed, he tells the passenger, "you only dropped 36¢ in there", or whatever the case might be, but he cannot demand that that customer put the remainder of the money in there.

REPRESENTATIVE SKINNER

Well, does he kick them off?

JOHN M. WEATHERSPOON

No. Its' not his responsibility to kick them off. It's his responsibility to tell the individual that you have short changed the fare, request the fare and then his job is considered as being done.

REPRESENTATIVE SKINNER

All right, that's a different view the the suburban, Northwestern (R.R.) conductors have. I don't know what they They're not trainmen? What are they? Conductors and collectors, I guess they are. They kick people off the train, if they don't pay.

JOHN M. WEATHERSPOON

They probably get more protection than we get.

REPRESENTATIVE SKINNER

They don't have any protection.

JOHN M. WEATHERSPOON

Well, the situation here is, if we get ourselves involved in an altercation with a passenger, then the CTA doesn't look at that too good. They frown on the driver. They would prefer that the driver request the fare and that's it.

REPRESENTATIVE SKINNER

Well, I can understand it,...why you wouldn't want to get in a fight, but it seems to me that the CTA is lax in not urging the bus drivers to do more than just say "pretty please, would you put the extra 14¢ in". Could you comment on the extent of the problem of people getting on without paying anything, through the rear door of the bus?

JOHN M. WEATHERSPOON

You know this happens quite frequently at most areas where there's a heavy load, say in the p.m. rush hours, say around, let's take Cicero and Lake St., where the "L" stops there. You'll find in a location of this particular nature, that there is a problem of people will board through the rear door, and the operator is busy loading passengers in the front, collecting the fares so, hence, therefore you don't see the person getting on the rear door, and so therefore a lot of fares go thru the rear door that the bus drivers not able to collect.

REPRESENTATIVE SKINNER

Has the CTA made any effort, that you're aware of, to stop this? Have they had anybody arrested that's gotten on the backdoor free?

JOHN M. WEATHERSPOON

Well, not to my knowledge. The only thing, they do have collectors at some heavy locations to help load at the rear door. They do have foot collectors there.

REPRESENTATIVE SKINNER

Would you say that the loss of revenues to the CTA is greater through

people getting on the rear door without paying than it is through people underpaying who get in at the frontdoor? It sounds like it might be.

JOHN M. WEATHERSPOON

The possibility of there being a greater loss of fare or people getting on the rear door I would say is minute, because, as I said before, there are collectors in the high areas where there's heavy riding to help board at the rear door. Now, people coming through the front door and short changing, our operators do the best they can to see to it that the proper fare is put in there, but you must understand that sometime it's just highly impossible. They're collecting transfers, they're watching the traffic, watching the people getting on....

REPRESENTATIVE SKINNER

Oh, I understand that, but do you think that there'd be more people short changing at the front door than getting on the back door free? Some people in the audience don't seem to agree.

JOHN M. WEATHERSPOON

Well, I feel like this, with the responsibility of the bus operators as large as what it is, it is highly impossible for him to observe every nickel and dime that goes in that box. Of course, it is his job and his responsibility to see to it that the exact fare is put in there, if it is at all possible. But again, I must emphasize that he has tremendous work load to do and it's impossible for him to observe all this.

REPRESENTATIVE SKINNER

O.K. Well, I'm not sure that's terribly responsive. I don't know, it seems to me that.... Does your pay compare favorable to the Northwestern Railroad conductors and trainman?

JOHN M. WEATHERSPOON

I'm not sure what they make, so I wouldn't be able to answer that.

REPRESENTATIVE SKINNER

Well, I know your pay compares favorably with what Ed and I and Gene and Walt make. As a matter of fact, you'll get paid more than we will next year, for which we're fairly jealous, I might add.

JOHN M. WEATHERSPOON

Negotiate a new contract.

REPRESENTATIVE SKINNER

Let me tell you, we're talking to Hanahan about it about organizing. Thank you very much.

REPRESENTATIVE BARNES

I have just a couple of questions and then we'll go to Mr. O'Mahoney. You mentioned two things, one, and just to follow Cal's statement up just a wee bit. Isn't it a fact that based on you experience, I'm talking about your personal experience now and I know you John from way back, that many of the incidents that the operators have started at that point where they challenge a rider as to whether or not he or she has put the full amount of the fare in those fare boxes? Is that fairly accurate?

JOHN M. WEATHERSPOON

Yes, that very accurate, Representative. You'll find that when a person gets on the bus and, say he short changes at the fare box or he gets on smoking or playing a loud radio or something of that particular situation, he gets very indignant and he wants to start a fight or something with the operator. I don't feel that the operator is a policeman. He is not armed, he doesn't have arrest authority or anything of that particular nature. So, therefore, we tell our operators to simply ask for the fare, request that you stop smoking or turn the radio down and if they do not do so, then if it's causing a problem then call the police and the police will try to take care of the situation.

REPRESENTATIVE BARNES

Well, then another question that relates to your statement. You stated here that during the evening hours, and I don't know whether this is by verbal agreement or by contractual agreement, but during the evening hours, after eight o'clock, that the high density areas or all perhaps are suppose to have working radio, two-way radio system, on all of the vehicles on the street after eight o'clock.

JOHN M. WEATHERSPOON

Right.

REPRESENTATIVE BARNES

And you also stated that the incident that happened with bus driver Parks just a couple of months ago, that he did not have one. Do you have any indication to the percentage of the number of vehicles that violate that agreement at this point in time?

JOHN M. WEATHERSPOON

Representative Barnes, it's been a very very hard task to get any statistics for the CTA. The only thing that we have to go on is when the operator calls in and complains. She calls into the office and says I had a bus last night and it didn't have a radio on it or the radio wasn't operating. I had an incident, I couldn't call in, I had to find a public telephone or something of this particular nature. We have, from time to time, requested that the CTA supply us with the information as to what buses do not have equipment, proper equipment, on board but it's been very difficult to obtain this information.

REPRESENTATIVE BARNES

Would that run concurrent with the, I believe was alluded to the silent alarm system? Do you happen to know what percentages of the vehicles that are equipped with those. And are they used at night, especially in the high

crime areas?

JOHN M. WEATHERSPOON

The silent alarm system is the same as the bus radio. We have no statistics to support anything of that particular nature. But, we do know that on many occasions the alarm system is defective and the signal has never gotten to the control center, so, hence, it doesn't get to the Police Department.

REPRESENTATIVE BARNES

Yes, I wanted to ask that question. What happens, and I'm trying to rush us through something here, but what happens if a bus driver out there ... an incident happens, he or she hits the silent alarm system and it does not go through. Is there anyway for that operator or that person to know that it did not go through, other than just be caught out there.

JOHN M. WEATHERSPOON

There's no way whatsoever that the operator knows whether or not this signal has gone through to CTA control center; he has no way of knowing whatsoever. He's just out there on his own with a song and a prayer and hoping.

REPRESENTATIVE BARNES

Well, do you know whether or not the CTA keeps any records relative to the number of incidents that are reported by the various systems, either the two-way radio or the silent alarm system? Do they have, and I'm asking you but I probably should be asking the CTA and will because, again, and I hate to be redundant, but I'm going to draw back to my own experience, I know they fill out papers for everything. Do they have a report that is necessary to be filled out when something like that is triggered, and if so, could these reports be made available for the committee?

JOHN M. WEATHERSPOON

Well now, when the operator hits the silent alarm, then he has to fill out a miscellaneous report. Now, the statistics that the CTA keeps, again I have to emphasize that they do not make these statistics available. I would suggest, Representative, that we make a special effort to have the CTA make these records available to us, because they have to be available to the CTA. They must make up some type of report in order to log it into their books some place but the Union has not been able to get any information on it whatsoever.

REPRESENTATIVE BARNES

Well, do you know whether or not to experiment.... Do you know whether or not any of your Union members that have been involved in a bona fide issue reported it, to the CTA or whoever came out, do you know to the resolution of that incident? Is there any way for you to...you or the individual to follow-up to see exactly what happened, if anything that was adjudicated relative to that incident?

JOHN M. WEATHERSPOON

No. No way whatsoever. We have to depend on the CTA to give us that information, and most of the time, they will not release the information.

REPRESENTATIVE BARNES

But, it is your considered opinion that that kind of information through a reporting system at the CTA is, in fact, in force?

JOHN M. WEATHERSPOON

Of course it's in force. But, again, I say there's no way that we can get it from the CTA. We've tried and tried, but they will not produce it.

REPRESENTATIVE BARNES

So... but they.... Well, O.K. Fine.

JOHN M. WEATHERSPOON

It is in existence.

REPRESENTATIVE BARNES

They are in existence?

JOHN M. WEATHERSPOON

Yes.

REPRESENTATIVE BARNES

O.K. thank you. One final question and then we'll go to the next statement. On the other incident that you alluded to, and it's just coincidental and very coincidental, although that is or used to be or still is part of my legislative district, where the bus driver Luellen was murdered on Michigan Avenue. You said that the CTA broke their promise in about three weeks with having a squad come out and maintain some surveillance on a disabled vehicle. What was the reason? Did they indicate why....why?

JOHN M. WEATHERSPOON

No, we met with the Chicago Police Department and CTA officials. I think it was on or about June 27, and we presented proposals to the CTA, and one of those proposals was to have the squad cars to stay with disabled vehicles during the time that it was disabled to protect the property and also the operator. They did this for a little while and then all at once they just dropped the program. I have personally been driving down the street in my car and I have seen disabled vehicles with no squad car around.

REPRESENTATIVE BARNES

Thank you very much, Mr. Witherspoon. I'm like Representative Skinner, that is incredible and that's...we will have to question the CTA relative to that.

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REPRESENTATIVE SKINNER

It seems to me we have the wrong order here, you know, we get the CTA out here to give us their good song and dance and you know their dog and pony show including the magic lantern. They're going to testify later. I wonder, does your Union represent the people who sell, who are in the ticket booths?

JOHN M. WEATHERSPOON

No, that's Local 308.

REPRESENTATIVE SKINNER

What Union is that? Are they going to be here?

JOHN M. WEATHERSPOON

I believe the President is here.

REPRESENTATIVE SKINNER

Oh great. Are you going to testify? Is somebody going to testify? Yes? Okay, great.

REPRESENTATIVE BARNES

Thank you very much Mr. Witherspoon. Mr. O'Mahony would you come forward now, sir?

TIM O'MAHONY

In my remarks today, you might detect some bitterness toward the Chicago Transit Authority and the Chicago Police Department. Yes, I am bitter. I have seen employees too terrified to work for the CTA any longer and in that regard the petitions I just handed in were signed by over 2,100 CTA employees last March and April prior to this present scandal. These people are scared to work for the CTA. There is a problem there is the people that work there are even scared. I have seen friends too terrified to ride the CTA and, consequently, lead lives

of semi-seclusion because they couldn't travel anywhere. I have interviewed crime victims on the CTA who stated that they always carry some extra money so they can satisfy the robbers on the CTA.

I have seen very good work by the City Police on the CTA but too often, I have seen sloppy, inept, police work that is largely responsible for the bad situation today. I have seen numerous scandals about crime on the CTA. Always the response is the same, token appeasement, usually through promises of some sort of security equipment that never gets installed.

In my former job as a patrolman for the CTA, I have seen dedicated officers who have had the heart taken out of them and quit because the CTA was so hell bent on not having an effective police force of its own.

Elected officials always ask what can be done to make the CTA safe? I must first ask you, are you willing to do what needs to be done? If this hearing is just another polite, fact-finding and discussion group, forget it. For some unknown reason, there is great political resistance to mandating a law enforcement or crime prevention responsibility to the CTA. The late state senator Howard Moore once proposed legislation to require the CTA to assign its own police force to patrolling the stations, platforms, trains and buses, in both plain clothes and in uniform. This bill died in committee and I heard Senator Moore, received some heavy political threats because of this piece of legislation. More recently, State Senator Charles Chew presented a bill to require the RTA to have a 500 man police force and to absorb the CTA's force. This bill also died. The talk was that the CTA and the RTA wanted to have flexibility in policy making. I tell you now that

flexibility to the CTA management means the freedom to do nothing.

The RTA in the last few months has begun to move on protection but they don't seem to consider it really their responsibility nor give much of a priority to it. The CTA's own police force has always concentrated on basic patrol work, that is, catch the offender in the act. On view, arrest, is the term used. Fancy investigative work is mainly useless on the transit system since most criminals are not known to the victims. Uniform police standing around are popular but ineffective panacea. Only a stupid criminal gets caught by a uniformed police officer. The emphasis should be on plain clothes patrols. The CTA and eventually the RTA should have their own police force and for morale purposes, the force should be titled a "police force" rather than a security department. Also, the CTA has used the security department euphemism to claim that they do not have anything like a police force.

Crime on the transit lines is not just a City of Chicago problem. Transit crime exists in the suburbs. Rock throwing at the commuter trains is a major source of damage and injury. Tampering with signals and switches is also a commuter railroad problem, as well as placing obstructions on the tracks, vandalism to stations, and vandalism to cars stored in the suburban yards.

In the administration of the CTA police force, there have been and are today some serious shortcomings. There is a make-shift evidence inventory system and this evidence inventory system often has narcotics and firearms in inventory. Only recently have sworn officers been required to qualify their firearms. There had been a two and one half year interval with no firearms training. Reports of crime, wanted notices, beat crime statistics, pin maps showing where crimes are

occurring and other information useful to patrol officers is non-existent. Patrol officers cannot make name checks or license plate checks over their squad car radios. Patrol areas for CTA police are arbitrarily designed to encompass a group of stations rather than in response to crime statistics.

Legislative changes need to be made. Responsibility for dealing with transit crime must be specifically assigned to the CTA and to the RTA by law. The CTA and the RTA have to be required by law to accept overall responsibility for crime prevention on their lines and to make public their crime prevention policies. Employees such as bus drivers, train crew members and ticket agents should be required only to make verbal reports of crime. The employee should not have to bear the responsibility of taking actions against the criminals himself. Verbal reports only are important because operating employees have enough to do without having to report and write reports on everything that happens.

I would like to digress here a little bit about the discussion of riverboat captains and railroad conductors having law enforcement powers. Law enforcement has changed since the days that that was written. In the old street car days, they used to have a steel bar for throwing the switches. Well, they didn't always use it just for throwing switches. Whenever somebody would get out of line, they'd crack them in the head with the steel bar and drag them off the street car and that's where he'd lay. Well, if you do something like that today, the lawsuits would be fantastic, such as the incident that Mike Royko wrote up. If you use physical force on a passenger, the passenger is going to want to have you arrested. So to give police power....

REPRESENTATIVE SKINNER

But he can't find out who you are.

TIM O'MAHONY

Well, that's not right either, I don't condone that at all. I don't think that the bus driver should have police powers because you need very specialized training to be a policeman nowadays. The CTA and eventually the RTA should be required to have a crime complaint desk manned by trained police personnel and there should be sufficient manpower available to handle reports called in by both the employees and the public. The CTA and the RTA should be required to administer their police forces in accordance with police procedures representing the current state of the art in police administration.

Legislative changes need to be made. These changes need to be very specific so as to overcome the resistance and ignorance that has consistently occurred in dealing with transit crime. Failure to comply with changes imposed by law should be deemed official misconduct so that interested parties, such as the Unions can force compliance upon reluctant transit officials in the future.

I would like to comment though on the fare evasion that's been discussed here. My estimate from my...I've been a CTA policeman for 11 years and have talked to many people and have seen a lot of things myself. I would estimate that about 10,000 people per day get on the CTA without paying any fare at all and I would say that's a conservative estimate. One of the problems that we have are arrests being made and no prosecution in court, and this is one of the offenses where there's rarely prosecution in court. The Chicago policeman most of the time will arrest the individual for sneaking on the CTA, but because the CTA

is the victim, a representative from the CTA must be in court to press the charges. The charges of course get dropped.

REPRESENTATIVE BARNES

Thank you Mr. O'Mahony. Are there any questions? Representative Skinner, if you'll hold on for just a second. Before Representative Skinner...I want to redirect two questions and I guess that could be to both you Mr. O'Mahony and to Mr. Witherspoon. I see in a document here that the recommendations, proposals, for improving protection on the CTA....Two things that I'd like to ask you about. One, under the category where you have Chicago Police Department, the last item, the last paragraph, it says "a breakdown of all buses and surveillance cars by line and location on the routes in order, starting from one end to the other weekly or in a 4-week period." Now my question is twofold on that. I'm drawing on my own experience, and I don't know if the same way things are happening now, but basically, these surveillance cards, that the guys carry, normally it has sort of been a procedure that they pull them out and the policeman comes by and you know, he takes one or he initials it or whatever. Is that the ways things still work, similar to that?

TIM O'MAHONY

Right. The bus driver fills out the top half of the thing, giving the identification of his bus and run and then where the policeman stops him, and then the policeman fills in his badge number and his patrol beat number.

REPRESENTATIVE BARNES

But, do you know whether it is necessary or whether it is procedure that the policeman physically goes on that vehicle, inspects that vehicle and whatever, on those periodic checks?

TIM O'MAHONY

Numerous times, I've seen this myself, and we've gotten a lot of complaints about it, the policeman will drive up alongside the bus and the man on the passenger side of the police car will reach his hand out his window up to the drivers window, and never even get out of the police car, and just reach up for the bus check card. I'd like to comment that there have been two bus check cards. One was first put out in about 1974, and it was just a plain brown card with some basic information on it. That was changed because the police were so corrupt in their use of these cards.

REPRESENTATIVE BARNES

Are you sure you want to use that term?

TIM O'MAHONY

Well, lazy, improper or however you want to put it.

REPRESENTATIVE BARNES

Thank you.

TIM O'MAHONY

In the use of these cards that now they have a two-part card so that there can be some kind of verification that a check was made because both the bus driver and the policeman get a copy.

REPRESENTATIVE BARNES

So, I gather what you're saying is that this is not really a good deterrent or a good way to check on the safety as it is now being operated.

TIM O'MAHONY

No. A uniform policeman on the bus...There's a lot of things that are going to stop when he gets on the bus.

REPRESENTATIVE BARNES

Okay. Two other things and I don't want to push you along but you have some other questions here. Another thing, on the crime statistics systems, you suggest that a Chicago Transit Authority policeman desk would be in the control center.

TIM O'MAHONY

Yes, exactly.

REPRESENTATIVE BARNES

That's not there now?

TIM O'MAHONY

There is no police personnel up in the control center at the CTA at all. Recently, when they did go back to assigning, and this has even occurred in years past when the CTA police were active, the transportation dispatcher would handle all the crime calls and dispatch the CTA police cars, and half of the time they don't even know where the CTA police cars are because they're not familiar with our assignments or which car is in service or which car is out of service.

REPRESENTATIVE BARNES

Representative Skinner.

REPRESENTATIVE SKINNER

Well, it sure sounds to me like the Chicago Police force is not doing everything it could. Now, are they scheduled to testify? They didn't respond? Well, that sounds totally in keeping with what Mr. Witherspoon said. Now I think we ought to...I don't know how we can hold these hearings without talking to people that claim they are responsible for the safety of the people of Chicago.

REPRESENTATIVE BARNES

One of the things at this point I'm sure, it is clear to everyone here. As I said when we opened this hearing that we were sort of feeling

our way. There will definitely be another hearing of this type. Some of the people who have the direct responsibility and direct involvement, the Chicago Police Department, Public Works and some others, will be given an opportunity to come to the next hearing that will be held and to respond in person, directly. We will do that.

REPRESENTATIVE SKINNER

You say you were a patrolman with the CTA for 12 years, are you still, or do your Union duties take you off full-time with the CTA?

TIM O'MAHONY

I am full time with the Union now. I have worked on two different periods for 11 years. I also worked as a year as a railroad policeman for the Milwaukee Road.

REPRESENTATIVE SKINNER

All right, how recent is your experience on the street?

TIM O'MAHONY

Within the last 2 months.

REPRESENTATIVE SKINNER

Well, you just got elected, then, I guess.

TIM O'MAHONY

Yes.

REPRESENTATIVE SKINNER

All right, can you tell us about the training of the CTA patrolmen? Are they formally...I'll spit it out eventually. Do they have formal training?

TIM O'MAHONY

Yes. The police officers in the state of Illinois are required to go through a minimum of a 240-hour training program approved by the

Illinois State Police Training Board and the Chicago Transit Authority. "Security Officers", as we're called, are sent through this program because, legally, we are peace officers.

REPRESENTATIVE SKINNER

All right, well, how can anyone get away with being two and one half years with the force before being qualified on a gun?

TIM O'MAHONY

Well, you're "qualified", you're suppose to be qualified more often than that. They initially qualify you at the police school, and since I went to police school late in my career and I got out in October of 75.

REPRESENTATIVE SKINNER

What did you do before that? I mean, were you a patrolman?

TIM O'MAHONY

I was, and the training was very hodge-podge; sometimes you'd get it, sometimes you wouldn't. Somethings they'd have yearly qualifications with your firearms and other times there would be a year and a half, two years, before you'd qualify.

REPRESENTATIVE SKINNER

Well, is it a lot tighter now?

TIM O'MAHONY

No, it's just as loose. This inventory system,...all they have is a file cabinet where they put envelopes in it. If you've got some piece of evidence that's bigger than what the file cabinet drawer can hold, it just sets out on the floor somewhere.

REPRESENTATIVE SKINNER

Should we believe that there is not regularly scheduled retraining for the CTA patrolmen?

TIM O'MAHONY

You certainly can believe it, yes. There's very poor in-service training. The administration in that department,...if it was to be exposed, people would be laughing at us.

REPRESENTATIVE SKINNER

Can you give us the qualifications of those people who are in supervisory personnel, for instance, Mr. Coleman, what experience does he have in transit security?

TIM O'MAHONY

Mr. Coleman has come up as a bus driver and a transportation superintendent and I can see no qualifications that he has for police work. Mr. Shea, who is the Area Superintendent of the Security Department, is a retired Chicago Policeman and he does not seem to be up to date on the latest in police administration.

REPRESENTATIVE SKINNER

When did he retire?

TIM O'MAHONY

He retired, I think, about 2 1/2 to 3 years ago from the Chicago Police Deartment.

REPRESENTATIVE SKINNER

Does he have any experience with the transit unit in the Chicago Police Department, to your knowledge?

TIM O'MAHONY

No, not that I know of. From what I know of his background, he was a district commander on the south side.

REPRESENTATIVE SKINNER

Why, in the testimony the CTA spokesman gave, he indicated that the primary duties seemed to be to protect the plant and facilities rather

than the individuals, passengers, and or employees. And yet, I remember some child ending up being killed in a CTA garbage, wasn't it, last week? Not a garage, but a rapid transit facility.

TIM O'MAHONY

Right, it was out in the yard on the end of the Congress line in Forest Park, I believe. He was found dead there.

REPRESENTATIVE SKINNER

What are the patrolmen doing, don't they look in the trains to make sure nobody's in them?

TIM O'MAHONY

Well, we used to have details like that. During the period of time when trains are being laid up. But since our duties have been cut back, they say that we're involved in protecting property, but they really try to just stick us off in a corner and ignore us. We get no kind of administration support.

As far as graffiti on the trains, there was one incident that occurred about...at the yard at the end of the Congress line, over the weekend. I think it was about 23 or 25 cars that were thoroughly spray painted on the outside.

REPRESENTATIVE SKINNER

And people were on duty supposedly protecting the yard?

TIM O'MAHONY

"Supposedly", yes.

REPRESENTATIVE SKINNER

In view of the Chicago Police Department not being here, and what you're telling us about the patrol security function or effectiveness, it's hard to believe anybody's concerned about safety on the CTA or at least seriously concerned.

TIM O'MAHONY

I don't think so. There's a lot of people squawking about it, but the people in charge of it, I believe, are doing absolutely nothing. Again, at the terminal out there in Forest Park, that is beyond the Chicago Police jurisdiction. They got no business out there. That's in the suburbs, same thing in Oak Park, Evanston...

REPRESENATIVE BARNES

Let me make one correction and that's one of the questions that this Subcommittee is going to have to address. You do have jurisdictional questions because the Chicago Transit Authority goes into, I believe, about 30 or 35 suburban areas or something to that extent. And you do have some jurisdictional questions. But let me make one correction in terms of the Chicago Police Department who did not appear here in public. They did send a written detailed statement as to, well, no statement, just statistics, to the Committee. We did receive a response from them. I just want the record to clearly show that. Any additional questions? Thank you very much, sir. We appreciate your bringing that to us. Before you go, because you brought it up, and I don't want you to go without saying it, was...

TIM O'MAHONY

Those petitions? Last October, I had been reprimanded for going to the aid of a bus driver who was being assaulted out at 79th and Halsted. I appealed this to the Union, and the Union at the time felt there was nothing I could do about it. And out of frustration of that, this Spring, I passed these petitions among the employees trying to wake people up that there was a crime problem on the CTA and those 2,100 signatures are all CTA employees who have expressed a concern over

protection and better law enforcement.

REPRESENTATIVE BARNES

Well, we will have these copies that you have given us incorporated into our records and for deliberation later on in the Subcommittee. Thank you very much, sir.

TIM O'MAHONY

You're welcome.

REPRESENTATIVE BARNES

At this point, we're going to try to move right along. I think we have an opportunity here now to go straight through. If that's okay with the Committee members. We did have with us earlier, who left a written statement which will be incorporated into the records, I won't read the full statement, but Mr. Robert J. Ahrens, who is the Director of the Senior Citizens Program, I believe, for the City of Chicago. Mr. Ahrens' testimony will be incorporated into our records. I believe at this point, we want to finish with the various people from the transit authority and then we'll get to the public. Mr. Daniel Martinez, Martiniak, I'm sorry.

MR. DANIEL MARTINIAK

Yes, my name is Dan Martiniak, I'm from Security. I'm a Board Member of 241 representing the Security Department. Again, we speak of responsibility, pushing responsibility on one another here. CTA talked about a bill passed in '45 showing that the responsibility of CTA lies in the municipality of the county it goes in. Well, the CTA is a municipality. So they should police their own problem. The year, '75, the General Assembly passed an act dealing with the RTA and that act was put into the CTA Metropolitan Transit Act stating clearly

the RTA and the CTA has a responsibility towards its passengers and employees against crime. If they are in violation of this act, I think the question is here, what can we do about it?

Now the CTA Security Department...In June of this year, for 15 or 20 days we had answered 400 complaints, now we have 10 cars on the street. We have a total of 70. Some men in our Department work 7 days a week, around the clock.

Now, the Union's been pushing that the CTA change their policies. That we've been fighting this issue for quite a long time and as of July the CTA did change their policy. Starting July 1 for 25 days, the CTA security answered 1,375 complaints. July 25 to August... to this date we answered another 1,543 complaints, making a total of 50 some days 2,900 complaints.

Now, we asked the CTA for more equipment, our problem is in the Security Department. We can do the work, but we need equipment. We have no reserve cars, we have 10 cars per shift. Some of the days, we have five cars broken down. Now, CTA promised that they would look into it but nothing has been done.

On the budget and the CTA...The CTA shows a budget for the security of 128 men, yet out of the 128 men, we have 70 some men for the patrol section for the protection of the bus drivers and passengers. The rest of the men are considered management, spotter and investigators. I think if the budget was approved, that the 182 men would be patrolmen we can give them better service. If this committee would spend one hour and go down to our headquarters and see how the Security Department is being run, you wouldn't believe what is happening down there for a multi-million dollar operation.

REPRESENTATIVE BARNES

We intend to do just that.

DANIEL MARTINIAK

Well, I would like to be present when you come down there.

REPRESENTATIVE BARNES

Are there any questions?

MR. DANIEL MARTINIAK

I'm a Board Member for 241, representing the Security...

REPRESENTATIVE BARNES

Thank you very much, sir. Mr. John W. McGinness and I believe Mr. Charles Littlejohn. John. While John is coming up...Isn't Mr. Littlejohn here? While he's coming up, I just want to indicate for, one of the reason that we requested that the CTA personnel stay, the members have informally had a little discussion before your testimony and we anticipate going over there to see just how this operation is run.

MR. JOHN W. MC GINNESS

Thank you Mr. Chairman and Members of the Committee. My name is John W. McGinness. I'm the State Legislative Director for the United Transportation Union. Now we represent the South Suburban safeway lines. I have with me Mr. Charles Littlejohn who is the General Chairman of the Local 1820 and also a Legislative Representative and he works as a bus driver. And he has a very brief statement, and later we will have this typed and provided to your Committee.

REPRESENTATIVE BARNES

Go right ahead, sir.

CHARLES LITTLEJOHN

Thank you. My name is Charles Littlejohn and I'm a driver for the South Suburban Safeway Lines. I was held up two times on Easter Sunday, approximately 1970. The first time I was held up was by knife point and the second time was by gun point. In being robbed they took the money, tickets, and everything else that the driver carries. After the bus company stopped carrying money and we went to locked fare boxes, drivers were being robbed, and their personal possessions were taken along with money, cigaretts, watches, and anything that he carried. At times, if you didn't have any money, they hit you, threatened you, spit in your face, anything they would think of. When five or six older boys kept looking for kicks, they'd come after you. They don't need anything but their hands. They get on the bus and walk pass you without paying anything and threaten you if you try to make they pay. I know I haven't given dates, places, times, as you wish, but all these things happened, and you saw them in the papers, when the drivers are short.

What I want to say is that we all need safety glass, as asked in this bill and we need a lot more of the CTA drivers...tried to show by their walk out for the funeral of their fellow drivers. Thank you.

REPRESENTATIVE BARNES

Thank you very much, sir. Are there any other statements, gentlemen?

REPRESENTATIVE SKINNER

No, that's all we have, Mr. Chairman.

REPRESENTATIVE BARNES

Questions? Thank you very much. We appreciate it. And you will have that typed and copies for us? Yes? I just read that you had the statement, so we will go right with you, but before you go...Mr. Ahrens, the gentlemen that was here, Mr. Coleman and Mr. Geissenheimer from the CTA. We appreciate your giving us the time, I understand that you have another engagement, within the next 20 minutes or so, but it is evident from the Subcommittee, that it will be necessary to have another meeting. So I will hold any additional comments directed toward you as representing the CTA until that additional meeting.

I would like to make one request known to you today, though. As I indicated earlier, the Subcommittee has had some brief, informal conversations and you will get a formal letter or the CTA will from our Staff and we would, as a Subcommittee, like to spend some time over at the CTA to get better acquainted with some of the operating procedures that have been...about which questions have been raised here today. So, with that I would appreciate it if you would pass that information on and we will be in contact with you through the CTA in the very near future.

HAROLD H. GEISSENHEIMER

We appreciate that opportunity...

REPRESENTATIVE BARNES

...upon this transcription, we will try to develop some questions from it so that you can, perhaps, be apprised in advance of some of the questions that might be asked of you so that you can have materials available to answer those at the next hearing.

HAROLD H. GEISSENHEIMER

I would like to reassure the Chairman and the members of the Committee and also our riders and our employees that neither the Chicago Transit Authority nor the Chicago Police Department has changed any of the polices or commitments that Mr. McDonough or Superintendent O'Grady agreed to. All of the programs mentioned are in fact in being. The Police Department can speak to those itself. They do exist. I know they exist because if you just took one particular case in point of the uniform aides, we have had personnel go out to address the uniform aides in their training class and introduce them to the CTA. So they certainly spoke to someone when they gave that introduction. So there is in fact such a class and I believe the Police Department should respond to that itself.

The CTA has moved with all of the commitments that they made. We have not changed our policy. We do respond with the security car to any broken-down vehicle, any road call incident, in a high-crime neighborhood. We did not agree and neither was the request of the leadership of the Amalgamated Transit Unit to respond to every incident involving every bus throughout the city. Their request was rather specific for high-crime neighborhoods, and we are doing that. We have not changed that policy. I really would not want that impression left here that there was any change in anything that was agreed to.

REPRESENTATIVE BARNES

Thank you, sir. What I would like to do at this point as I indicated, we will have another subcommittee meeting. That's what we're talking about and we will go over the transcript, frame the questions so that you will know or the CTA will know the kinds of questions that will be raised so that you can have your explanation in depth and hopefully with supporting documents if necessary. We will do that in the very near future.

HAROLD H. GEISSENHEIMER

We appreciate that very much, but I did want to leave you with that assurance that there has been no change in any commitment.

REPRESENTATIVE BARNES

Thank you, again. And I would like to say at this point...Also, and I am trying to be fair and not extend some of my own personal friendships that are involved here, but Mr. Coleman who did not testify here today will have an opportunity. I am sure that he will more than represent his own experience and background, but I can say from the many years that I was associated with mass transportation here that Mr. Coleman's experience and background would rival any employee's in any system that I know of throughout the country.

HAROLD H. GEISSENHEIMER

Very much so.

REPRESENTATIVE BARNES

But, I'm sure that Vic will be back next time and will speak for himself. But thank you very much.

HAROLD H. GEISSENHEIMER

Thank you.

REPRESENTATIVE BARNES

Mr. Ahrens, I believe you're next...Oh...thank you...Would you go right ahead and introduce yourself, who you are representing and go right into your statement.

WALTER O'GRADY

Okay. Thank you Mr. Chairman. My name is Walter O'Grady and I am representing the Mayor's Office for Senior Citizens and Handicapped. There is a short statement that our Director, Mr. Ahrens, has asked to be read at this testimony. Copies of this statement, I believe, have been made and are available to the Committee members. I'll read this statement and then I'll be happy to answer any questions that the Representatives and the Chairman might have.

Chicago's senior citizen and handicapped populations are deeply concerned about public transportation. Many older persons, particularly those with low incomes, are dependent on mass transit for their transportation needs. This dependence is reflected, in part, by the number of senior citizens who apply for RTA senior citizen passes; the Mayor's Office for Senior Citizens and Handicapped has processed nearly 56,000 applications during the first six months of 1978 alone.

The Mayor's Office for Senior Citizens and Handicapped sponsors a Community Safety program for Chicago's senior citizens. Among the services provided is assistance for elderly victims. Program experience indicates that older persons are among the targets of criminal activity while on public transportation.

The Senior Safety Program also informs older persons of crime prevention measures. Discussion following these presentations frequently reveals that the elderly often do not report crimes, including crimes taking place on mass transit vehicles. Moreover, senior citizens

frequently express considerable fear about crime on public transportation. This fear alone greatly restricts the extent to which the elderly are willing to utilize this extremely important public service.

I recommend that immediate action be taken by the Regional Transportation Authority to reduce the amount of crime against citizens on public transportation and to assure the safety of senior citizens who depend on this service. I recommend that:

1. The RTA devote sufficient funds to provide a visible and effective security force for public transportation.
2. Public transit stops be adequately lighted for the protection of riders.
3. Stiff penalties be instituted against those who prey on the elderly using public transportation.

I would just also like to add to the issue has come up at this hearing on public transit aides. Our Office has been invited to conduct a training session August 31 and September 7 at the Chicago Police Academy for these transit aides. So I think the fact that we have been invited to these training sessions indicates that, yes, some of these transit aides are currently being trained at the Chicago Police Academy.

REPRESENTATIVE BARNES

Representative Skinner.

REPRESENTATIVE SKINNER

How much money do you think would be necessary to provide visible and effective security?

WALTER O'GRADY

I think that's a question that is better answered by those who are involved in providing security for public transportation.

REPRESENTATIVE SKINNER

Well, do you think it's worth increasing the fare 10¢ a piece?

WALTER O'GRADY

I don't believe that our Director or myself are in a position to advocate for or against the issue which you have just presented.

REPRESENTATIVE SKINNER

It would only be 5¢ for senior citizens, so...There seems to be a tendency of people who represent the City of Chicago to think that there is a bottomless pit called the RTA from which one can shovel money. There isn't. It would seem to me that one could provide fairly significant increases in the security forces on the CTA if you would just stop the people from getting on that are not paying. I've multiplied out the figure on an annual basis and it comes to over a million dollars a year that's lost through people getting on the back. Well, Gene, it's all yours.

REPRESENTATIVE BARNES

Thank you. Are there any additional questions? Thank you very much, Mr. O'Grady. We really appreciate it. Thank you.

We will go right now, if possible...There are a number of public witnesses who have filed witness slips. We are trying to get together the next meeting date so don't feel bad if we seem to be jumping around here. We wanted to inform you before we leave today. Mr. John J. Otto, is he still in attendance? Would you come forward sir and introduce yourself and go right into your statement, sir.

JOHN J. OTTO

Unfortunately, I prepared my statement last night, and I didn't realize all that was going to be said today. However, bear with me and I'll go through it real quickly.

My name is John J. Otto and I am an Administrative Assistant to the Chairman of the Greater Lake County Mass Transit District. I reside at 2869 Washington Street, Waukegan, Illinois 60085. I wish to thank the honorable members of the House of Representatives for providing me with this opportunity to express my views on this important matter. I realize the members of the General Assembly get tired of attending so many hearings, however, the general public it would seem few occasions are available for them to be heard.

I wish I knew the answer to the problem of crime on public transit. It would seem that transit crime is reflective of crime in general. It is my opinion that one answer would be for more people to use public transportation. Perhaps there would be safety in numbers. I know it is not very pleasant to be the only person at a bus stop or on a rail platform in the middle of the hours at night.

Transportation crime in Lake County is pretty well limited to disrespect to a bus driver, to rocks thrown at windows, both bus and rail. Just last Saturday, a bus driver told me that the window next to him had been broken by a cucumber tossed by some idiotic imbecile.

I have great respect for bus drivers, especially, and am amazed at their skill in handling their bus in light of what some automobile and truck drivers do to them. Plus being responsible for the safety of their passengers, they also seem to have so many other duties to perform-- checking fares, various transfers, and etc. I am a printer, not a bus driver.

On the fares, I am going to digress from my printed thing here, they have a variety of transfers to handle. To have the senior citizens, the handicapped, the half-fare and the extra fare and the transfers of various types plus various fares.

The Waukegan North Chicago Transit Company has two-way radio communication. I have used the system one time in an emergency. And I also asked a CTA driver to explain to me how to operate the CTA radio which he was happy to do. I don't expect to be a hero at any time, but I would like to know just in case something would happen I could.... Incidentally, I could also stop a bus if it was necessary.

As a youngster, street cars and conductors in St. Louis used to give out traffic tickets. I don't know how much police powers they had. The railroad conductors had police power on the interstate service. Now on the Northwestern, it was...three young men, got on the Northwestern with no money and a conductor gave them a stern lecture. He did not put them off.

And as far as cutting down the CTA service at night, I would hate to have people become unemployed because late night service had been discontinued. And it is my understanding, if I am correct, that the RTA was to buy the fare boxes and the contract was turned down.

Telephone installation...it would be interesting to know what the cost of vandalism to the telephone company. I have noticed several telephones that were vandalized including the RTA information phone at the Northwestern depot.

I am a supporter of the Regional Transportation Authority and have every confidence that its Board of Directors to its newly created Audit and Security Committee will strive to promote safety for all the people involved in mass transit. This Committee of Directors, Gene Leonard, Kenneth Sain, James Kemp and Richard Newland as Chairman, are very able men and I am sure will address this problem with determination and find a solution. The RTA Security Manager, Edward Pavelick, who has a wealth of experience in public safety is currently working on a long-term solution to the safety problem for the employees and users of public

transportation in the six-county area.

The Chicago Transit Authority as well as the City of Chicago are making every effort to assure safety for its users. I am sure that all would welcome some financial help from the Illinois General Assembly. I realize that the State has lots of places to spend money, however, please bear in mind that dead or injured constituents do not pay taxes.

REPRESENTATIVE SKINNER

They don't vote either.

JOHN J. OTTO

Perhaps some help especially to bus drivers' safety could come from the federal government. Perhaps UMTA or the U.S. Department of Transportation could mandate safety glass in buses. Thank you.

REPRESENTATIVE SKINNER

Yes, I wonder, do you think the safety problem in your area...which is Lake County, is it?

JOHN J. OTTO

Yes.

REPRESENTATIVE SKINNER

Is it serious enough to increase the fares by 20% in order to pay for security officials to ride with the bus driver to keep him company?

JOHN J. OTTO

Well, personally, I think the fare should be raised anyhow. That's my personal opinion. Not for just that reason. I think the fares are too low.

REPRESENTATIVE SKINNER

Do you have a question, Ed?

Thank you very much. Mrs. Beatrice L. Belcastro from Elmhurst.

BEATRICE L. BELCASTRO

Thank you for this opportunity to appear. I originally had just a one line statement and it is written, but since listening to what's been happening, I have another question and a comment to make, and I wonder if its all right to add that? Is it okay if its not on paper?

REPRESENTATIVE SKINNER

Sure.

BEATRICE L. BELCASTRO

My original statement was that "passenger" has now become synonymous with "victim", and what are you going to do about it? And after listening to these things, it seems we talk about this high crime area, well, if the crimes are in fact on a bus they are in fact portable and where do the boundaries stop on this high-crime rate area? Does it now include the entire transit system?

And it is well know that the price of gasoline will become anywhere from a dollar to a dollar twenty-five a gallon in the spring. People will then be forced to ride the public transit. Could we have a date certain for when theyare going to institute the security? Thank you.

REPRESENTATIVE SKINNER

I must observe that Chairman Pikarsky has been predicting that the gasoline price would be over a dollar per gallon, since 1972 by the end of the year, and that's gone on for four years; and I wonder what the source of your information is that the price of gasoline will be a dollar. Did you say a dollar to a dollar fifty cents per gallon by this spring?

BEATRICE L. BELCASTRO

Do you need the name of my source or is the...

REPRESENTATIVE SKINNER

I'm just curious.

BEATRICE L. BELCASTRO

Just curious...gas station operator, sir.

REPRESENTATIVE SKINNER

Oh, well. Do you have any questions, Ed?

All right. Margaret Daley, 3348 North Kenmore in Chicago.

MARGARET DALEY

My name is Margaret Daley and I've lived in Lake View for over 24 years. I have been a Chicagoan all my life, and I believe I am the first private citizen to testify as to what happened on the CTA subway. It was June 22 of this year that my husband was riding the subway at State and Monroe at 3:45 in the afternoon and he was strong armed. And he has a broken hip and he may not be able to work again. But in calling the CTA, they disregarded my call completely--I could receive no answer from any of the officials. I did not bring the names with me because I just heard of this meeting on the radio today. I would like to know why no report was made of the incident. Does the CTA keep a record of the various crimes that take place?

REPRESENTATIVE SKINNER

Don't look at me.

MARGARET DALEY

Don't look at you. All right. Evidently they don't because they wouldn't answer to me. There was no policeman on the platform nor was one called. He was taken to the hospital where there was a Chicago policeman available but no security police. In calling the security police, they told me that there was nothing they could do about it because the Chicago regular police were involved.

REPRESENTATIVE SKINNER

Could you give us the date on that again and the location?

MARGARET DALEY

I have a copy that I am going to give you.

REPRESENTATIVE SKINNER

Okay.

MARGARET DALEY

Okay. And I was given the run around. The hospital didn't call either. So from 3:45 in the afternoon until the next day about 7:00, we did not know what happened. And if this is happening to all the various crimes that are taking place where you cannot get an answer from anyone and you're kept up all night...And another thing is, I have been in the hospital on and off for two years and now we have another bill--we're talking between \$30,000 and \$40,000 in hospital bills. And no answer to this at all....It's not the crime itself, but the fact this is what happens to an individual family. You can get completely wiped out by one mugger, and something should be done. And I thought I would come down today just to submit this and go on record that this did happen and why did the CTA not answer me.

REPRESENTATIVE SKINNER

Well, I'll assure you that my Staff at least will follow up to find out why the CTA can't be a little more responsive. You might want to call Mike Royko. He probably would be fairly interested in this in view of the article he did on Felix Friedman.

MARGARET DALEY

Well, I was going to talk to Walter Jacobson when...it was about that time that he was talking on TV about the CTA security guards taking care of various buildings, the graffiti on the walls, and the windows being broken, rather than being on the subway platform. There was a paramedic that happened to be on the train and we cannot find out who he is. We just simply wanted to thank him and I called the CTA and I said that there was a motorman and a conductor right on the platform, and what was

the train number. And they said that we don't know anything about it. They would not answer so then finally we got the police report from 11th & State and that's all we have. Not even the courtesy of acknowledgement. Thank you.

REPRESENTATIVE SKINNER

You are certainly welcome. Ed, do you have any questions?

Paul L. Wallace, 900 West Fullerton in Chicago. West Fullerton, that's the underassessed area of Chicago, right? Do you want to do it later?

REPRESENTATIVE BARNES

Yes. Thank you very much, Representative Skinner. There is a number of people....Has Mrs. Daley testified?

REPRESENTATIVE SKINNER

Yes.

REPRESENTATIVE BARNES

Okay. Thank you. There are a number of people who have indicated... let me...for the public...we have decided on the next hearing. A number of people have indicated they would just, in terms of this hearing, be recognized for record of appearance only, and that they will be testifying at the next hearing. The next hearing has tentatively been set for September 18 in the same place, same time, ten o'clock in the morning. Now, Mr. Wilfred C. Spears, Mr. Clarence Knox, Mr. Charles R. Hall, is that correct? and Mr. Paul Wallace wants to be recognized for record of appearance only today and will come back to the hearing on the 18th to testify.

I believe a Mr. Elton Williams is in the room, and he has with him... come up now. Now if anyone else who has filed a record of appearance today would like to have that postponed until the 18th, let us know and

we can read your name into the record for today and we can take your testimony on September 18. Mr. Williams would you introduce yourself and the gentleman with you. I have forgotten his name...what was his name, sir.

ELTON E. WILLIAMS

Stevens.

REPRESENTATIVE BARNES

Mr. Stevens.

CLAUDE R. STEVENS

Okay. My name is Mr. Claude Stevens.

REPRESENTATIVE BARNES

Go right ahead and introduce yourselves and who you are representing and so forth for the record.

CLAUDE R. STEVENS

Okay. I am a motorman for the Chicago Transit Authority, and I have worked for the Authority since February 25, 1966. I am here as a member of the Division 308 of the Amalgamated Transit Union.

ELTON E. WILLIAMS

Elton Williams

REPRESENTATIVE BARNES

That's the one...the one on your right.

ELTON E. WILLIAMS

Elton Williams is my name. I am a motorman for the Chicago Transit Authority. I work the midnights....

REPRESENTATIVE BARNES

Okay, would you go right ahead, Mr. Williams. My colleague corrected me, it's on your left, it's on my right. The live microphone is on yourright.

ELTON E. WILLIAMS

All right. My name is Elton Williams. I am a motorman for the Chicago Transit Authority. I have been with them ever since June 3, 1966, and except for a few months, I have worked the midnight runs. I am known to many of my passengers as "Brother Williams", and I must add that all my passengers love me because I take steps to protect them against jackrollers.

I have travelled the country extensively, and have especially visited cities that have rapid transit systems.

REPRESENTATIVE BARNES

Mr. Williams, if I can interrupt just a moment. We've got a confirmation on that date. There will be a public notice anyway, but change it from the 18th to the 19th. The 18th was not available. That is a Tuesday, I believe, that is either the second or third Tuesday in April, I mean in September.

ELTON E. WILLIAMS

That's my brother's birthday.

REPRESENTATIVE BARNES

So that's the 19th of September. Go right ahead Mr. Williams.

ELTON E. WILLIAMS

I have travelled to cities that have...to cities that have rapid transit systems...Philadelphia, Washington, D.C., and especially New York City. New York City is almost my second home. I like to deal with something that just recently happened to me. I had just come out of court Wednesday morning for convicting a jackroller that threatened me. The experience was very depressing, and I said that I was not going back in there if I could help it. But that Thursday night, I saw a jackroller pick a man's pocket. This is an experience. I used the street jargon

and told the jackroller to sit still and for my man to check his jag, and he said that he doesn't have anything. So I told him to check him, but he immediately gave the man his checkbook back. I said "have you got everything now, sir" and he said "no, check him again". He gave his wallet back. "Got everything?" "No"..."check him" and he gave him another item back. Well, when he got off the train he called me all kinds of dirty names and threatened me. And he flipped his cigarette at me which struck me just above my left eyebrow. Now, in speaking about conductors throwing people off the train. If I had free...a free way up there... he wouldn't have picked anyone else's pocket. And he would curse the day that his mammy and daddy laid down to labor to bring him in the world. But see we are greatly restrained...

REPRESENTATIVE SKINNER

Why don't you have?..you heard him read the law earlier today...

ELTON E. WILLIAMS

Right.

REPRESENTATIVE SKINNER

It sounds to me like you got the authority to kick the guy right off the train.

ELTON E. WILLIAMS

I might have the authority to kick him off the train, but I don't have the authority to retaliate by him thumping that cigarette over my...at my forehead.

CLAUDE R. STEVENS

Representative Skinner, I would like to make a comment. I think there is a conflict in rules with the Chicago Transit Authority...

REPRESENTATIVE BARNES

I agree...no, I agree. As I indicated to Representative Skinner that

the rules that you work under are different, and does not...As a matter of fact the rules are pretty well restrict you from doing anything along...

CLAUDE R. STEVENS

Right, specifically.

REPRESENTATIVE BARNES

That's something that we might...

REPRESENTATIVE SKINNER

Well, sure as hell the State law takes precedence over a CTA rule.

ELTON E. WILLIAMS

Well, if you are employed by the CTA and they are responsible for your salary, they...whatever they have has taken precedence.

REPRESENTATIVE SKINNER

Such as life.

ELTON E. WILLIAMS

All right. Let's get to some of the things that really make CTA dangerous. (1) You have dark platforms up there. I think that the only platforms outside the platforms in the subways that you can count on being illuminated properly is 35th Street and Bryn Mawr on the main line. That's the Jackson Park-Howard Street Line. Those are the only two. The rest of them are dark either at one end or the other. Some of them, the whole platform is dark and anyone familiar with the main line route will testify to that.

Now the other thing...now we are required to give a 1040 which means a phone check. Are you listening, sir?

REPRESENTATIVE BARNES

Yea, we're listening.

ELTON E. WILLIAMS

All right.

REPRESENTATIVE SKINNER

My secretary just waved a Tab in front of my face.

REPRESENTATIVE BARNES

Let me advise you and I know you gentlemen...we aren't...because we don't seem to be...and I know you haven't testified before a legislative hearing before, but believe me everything that you are saying is being taped and all listen, not only do we listen to the tape, but we read the transcriptions from the tape. So don't think that we are not paying any attention to you.

REPRESENTATIVE SKINNER

I'm just a Tab junky, I'm sorry.

ELTON E. WILLIAMS

All right. Now the Company rules require that we get a 1040 which means a phone check. Well, I request a 1040 check every night. I don't have my own records, but I log everything that I do. And very seldom they answer me...very seldom they reply. And speaking about people jumping turnstiles, and I am jumping through this right because I know everyone wants to go and it's been a long morning. It seems like everybody that I've seen that jumps the turnstiles and get on back of the buses are pickpockets and jackrollers. Now I'm not saying that this is true in all cases, but this is something that I have noticed. Incidentally, when you ride the midnights...

REPRESENTATIVE SKINNER

Excuse me, sir. Have you ever heard of any of these people being arrested and prosecuted?

ELTON E. WILLIAMS

I've...look...I'm looking right at them.

REPRESENTATIVE SKINNER

Well, I know. But I mean, has a policeman ever...

ELTON E. WILLIAMS

No, I have never heard...In fact, some of them are bold and walk by the ticket agency and say that I am not going to pay on this so and so. But see, if they ever board my train, it's a different story.

REPRESENTATIVE SKINNER

Well, you know the image we get through the media is that the CTA drivers through the Union representatives do not want to be policemen. Now what you're telling me is that some of them would just as soon be able to kick these guys off the trains.

ELTON E. WILLIAMS

Oh, let me address myself to your question. Number One, I prefer being a little ole railroad man and nothing else. Now, but there is something else that gets close to me. There's something that my church has taught me, my parents have taught me and my schools have taught me. And when these values are offended, I become offended. And I become involved personally. Now, it's true that no CTA operator or trainman or busman want to be a policeman, but what do you do when you get on a bus and you see fellows with these "slighted" coats and go into an old woman's pocketbook and take her rent. And she stands up in the middle of the bus and cries. Or what do you do when you see a little baby on her way to church or Sunday School Sunday and one of these jackrollers reaches over and goes over in her little basket purse. And when she is alerted, she grabs her basket purse and this so and so slaps her. What are you suppose to do? That's my question. I still prefer to be a railroad man and nothing else!

Let me tell you something else. I was born and reared in Chicago. I went to the Washburn Trade School at Division, Cedrick and Orleans and at that time I lived at 5854 Indiana. I became a fan on the Chicago Rapid Transit System. And believe me, what you see on the Chicago... what you see on the Rapid Transit Division of the CTA you did not see during the 30's and the 40's. And if you think I'm kidding, how come all these people up here are complaining that the CTA has such good security and they all these elaborate plans made. How come all these people...elderly citizens, ordinary citizens...come up here and complain to give in to their feelings...Including me, I saw that system go down to nothing! And believe me, and my mother...and believe me during the old Chicago Rapid Transit System...it was in our neighborhood. If you rode the elevated, you were somebody! Now the same people that ride the elevated when I was a kid, my elders and my peer groups don't even want to be bothered with the thing! Many people buy cars. My mother prefers public transportation. She is 71 years old, but she prefers public transportation. But any time that she wants to go anywhere, she gets one of us to come by and pick her up.

REPRESENTATIVE SKINNER

Do you think having a policeman on each one of the trains at night would be helpful?

ELTON E. WILLIAMS

It might be helpful, but I think what we really need is prosecution. And give these potlickers stiff sentences.

REPRESENTATIVE SKINNER

Well, you know, I've been in traffic court and let me tell you the criminal justice system in this town just would not deter anybody.

ELTON E. WILLIAMS

Amen.

CLAUDE R. STEVENS

Officially, I was going to say what we are asking for is not so much that conductors and motormen are made policemen, but given more authority. What I'm talking about in more authority I'm saying... presently, at one time we had the authority if the individual was smoking on a train, if an individual is assaulting a passenger, you could eject that person without a policeman being present. I think we're involved in a social situation where there is no longer respect for transit employees.

I think that we should have two policemen on every train between 8:00 p.m. and 6:00 a.m. I think the Chicago Police indicated...

REPRESENTATIVE SKINNER

Two?

CLAUDE R. STEVENS

Two policemen.

REPRESENTATIVE SKINNER

It's only two cars!

CLAUDE R. STEVENS

It's only two cars and you need two policemen. The Chicago Police have indicated that they don't want to work with one single officer on a train. We had a situation recently where a policeman was shot...one policeman on the train. I think you need two officers on a train.

REPRESENTATIVE SKINNER

Well, look. I did some calculations before you came up on how much it would take a proportional security force on the Chicago Transit Authority if you use New York City's current guidelines. And it's like \$57,000,000 which would require the increase of the fares by 9¢, so let's round it off and say 10¢.

CLAUDE R. STEVENS

Okay.

REPRESENTATIVE SKINNER

Is it...well, of course you are not the one to answer this question because you probably get to ride free being an employee.

CLAUDE R. STEVENS

Yes.

REPRESENTATIVE SKINNER

But is it worth increasing the fare 20% to provide the type of protection that New York City has? That's the policy question. The money is not going to come from the RTA because the RTA is continually in a deficit position...

CLAUDE R. STEVENS

I'm not supplying the money...I think when we get into situations where we start talking about how much is it going to cost, I think CTA is losing money now between 8:00 p.m. and 6:00 a.m. where people refuse to ride. The only people you have riding are people who are captive, people who have no other choice but to ride. And when these people ride, they are armed. And there's no situation I think Mr. Geissenheimer indicated that two car trains was a safety factor. They are not a safety factor.

REPRESENTATIVE SKINNER

Well, would one car be better?

CLAUDE R. STEVENS

Well, there's no way to have a one car when talking about a two car coupling.

REPRESENTATIVE SKINNER

Okay.

CLAUDE R. STEVENS

I think the two-car trains aren't safe and I think that you need

policemen in uniform and I think it should be a situation where they are riding between the hours of 8:00 p.m. and 6:00 a.m. on a constant situation.

Another thing that I would talk about is the CTA's security measures. We have a situation where there is a robbery or something on the train, the motormen are required to wait...hold the train outside of a station. I feel this is an inadequate security measure. Many times jackrollers or people committing robberies or crimes will simply pull the door and run down the tracks. We have a problem with train phone malfunctions. On a basis of about two per week where you can't get control. If you attempt to call line control, there is no response.

The second thing that I would like to think about is the silent alarm. On the new trains 2400's, we have a silent alarm system. What happens is that before that alarm system is allowed to work, you have to give the nature of the problem. And I can see a situation which you may be involved in when you're calling line control in a dire emergency and the guy says "what's the nature of your problem?" I had a situation that happened I think it was June 10 where I had a guy that was being robbed on a train. He woke up, pulled a knife and there was a knife fight...they were involved in a knife fight. I called line control. I pushed the silent alarm, and I was asked "what's the nature of the problem?"

REPRESENTATIVE BARNES

That's what Ed was talking about.

CLAUDE R. STEVENS

I don't think the CTA has addressed itself to the problems of safety on the rapid transit or to buses for that measure. I think CTA's involved in a situation of doing as little as possible.

REPRESENTATIVE BARNES

Thank you very much, gentlemen. I don't want to seem to be rushing

porated, it is on tape, and we will go over it and you're welcome to come back on the 19th meeting. There may be some additional questions at that time after the reading of the transcript relative to your statement. Representative Skinner.

REPRESENTATIVE SKINNER

I would like to state that the specifics that you are adding are very valuable and if you could encourage some of your fellow motormen to add specifics, that also would be very helpful. Being from the suburbs, I take the Northwestern in and out. It's very difficult to envision the problems that you have to live with. I'd like to pursue the phone system a little more. I've been told that the phone systems are not only in the cars but also in the stations. The internal CTA phone system is not very good, is that an understatement? Is it miserable?

ELTON E. WILLIAMS

That's an understatement. Let me give you an example. Rounding the curve at 63rd Street in Calumet, my conductor came up to me and told me that a lady was complaining about severe chest pains, arm and leg pains. Well, I know they don't answer me on the train phone, but I did try to call them. Now since I have to cross the structure to get to a station phone, I decided to proceed in the Jackson Park since I was so close. This is going eastbound. When I got to Jackson Park, I tried to call the...and there was a report filled out on this...line and the line didn't answer me. I tried to call both 2404 and 404 and they didn't answer me. So what had happened is that the ticket agent said well let me try to call assignment. He asked what had happened. I said well let me try to call assignment. So in the meantime, I went to the pay phone and called the

police and told them what was happening. And in the meantime the ticket agent was able to get to assignment on that same phone. And I don't know...they say that the...I made a stinging report out on that and they called me in the office in the next couple of days and they said that their trunk lines were out. That I'd have to use my own discretion in getting some kind of communication. But my question is "if the trunk lines were out, and it's like I said, I don't think they answered me, they'd say that's that ole nuisance Brother Williams, that Railroad Freak, that Midnight Rider..."

REPRESENTATIVE SKINNER

I'm tempted to suggest that you take a carrier pigeon.

ELTON E. WILLIAMS

Right.

REPRESENTATIVE SKINNER

I think I see something that the RTA certainly could do. They could... I think the phone system needs to be evaluated at minimum. It sounds as if buying your own phone system wasn't a good idea back when because nobody knows how to maintain it.

ELTON E. WILLIAMS

So, that's just one experience on the phone systems.

REPRESENTATIVE BARNES

Thank you very much, Mr. Williams and Mr. Stevens. We will go over that as I indicated. We will have another meeting on the 19th and extend the same invitation to you.

ELTON E. WILLIAMS

We'll be back.

REPRESENTATIVE BARNES

Thank you very much.

REPRESENTATIVE BARNES

There are four other notices of appearance only. Then I think we have two finals who indicated that they might want to make some testimony. Mr. Patrick H. Simmons for appearance only, Mr. Raymond D. Dudra for appearance only, Mr. David S. Lafferty for appearance only and Gerard Rosseljong for appearance only. Now we have two final witnesses that I have slips before me. Larry Gould.. Is Larry Gould in the audience? He had been here earlier and we will contact Mr. Gould for the 19th meeting so he can testify at that time. And the final one is Fran Miller. Is Fran Miller in attendance? That's okay. We will contact Fran so that Ms. Miller will know about the 19th meeting and she has her address here and she will receive a notice. Is that you? I'm sorry. They just told me you had left. Okay, go right ahead, I'm sorry.

FRAN MILLER

I think it's marvelous that you are willing to hold this hearing here today. It's a shame that the CTA Board or the RTA Board and many of the other various agencies have never held a hearing such as this. The public is really indebted to you for your initiative. I just like to make a couple of brief suggestions. I know you must be very tired from your hours spent here.

I ride both the rapid transit lines and the city bus lines late at night. I have a job in which I shift work. I either work the evening shift down in the Loop from 5 to 1 or the overnight shift from 1 to 9. So I'm back and forth on the lines at all hours. We need to get off duty policemen and sheriffs aides to ride mass transit more often. We already have a system whereby policemen and Cook County sheriffs aides receive a free pass to ride the CTA system. It might be a good idea to extend that

pass to the policemen's friends, wives, girlfriends, bowling buddies so that anyone who is with the CTA, who is with the policemen, can ride as an assistant free. This would encourage the policemen and the sherriffs aides to use the system more than they do now when they're with their friends and family.

A second....it has already been pointed out that the police fail to ride the buses. They fill out these surveillance sheets along side the buses without ever getting on. And nothing ever happens. If anybody is smoking on the bus in the back or playing a radio, he usually turns it down. And the upshot of this surveillance car is that bus drivers are held up for five or six minutes. So I think some kind of penalty is in order both for the police officers and the bus drivers who allow the policemen to fill out this form without actually getting on the bus and walking to the back of the bus. Maybe a day's suspension would be in order. Perhaps some kind of penalty or warning might be in order.

Third, in practice, Chicago Police do not arrest smokers on buses or L's. Normally, they merely ask. So, sophisticated riders who play their radios or tape decks or smoke are not arrested. And they know that they can get away with these violations as long as they are polite to the policeman, as long as they are not rude. This practice of no fines should be dropped in favor of some sort of a ticket, like a parking ticket in which the violator is not immediately arrested so that the policeman is not tied up for a couple of hours.

Fourth, we do not have enough police in general. I don't think it is a good idea for the CTA or the RTA to have its own police force because this would constitute a double tax on CTA riders. No other segment of the society has to...would have to finance its own riders. I mean, its own police force. Board of Education does not pay for its own police force.

What we need is some sort of reorganization finally...Redeployment of manpower. For instance, for years we have seen excellent studies in the Tribune and other newspapers of overmanning the streets and sanitation department. (end of tape)

Sixth, I have toured the CTA's control room on a number of occasions. My impression is that there are not enough controllers there. I think for overnight for the rapid transit system there is only one controller. Even at peak hours, there are only three or four or so. This system works fine when nothing is happening, but anytime a crisis occurs, well, the information does not get out. And I am delighted to see that you intend to take a closer look at the CTA's control room.

Seventh, I am a great admirer of Representative Skinner and all of your interest that you have taken in transit issues over the years. However, I am appalled at your suggestion that overnight hours should be dropped on the CTA system. Not only because I use it, but because so many people, vital workers, hospital workers, janitors, maintenance people and etc., depend upon that system. And we are the people that put the town to bed at night and kick it in gear in the morning. And I believe, I have seen figures that cost...the savings that you would realize by ending overnight service would only be \$200,000 a year.

REPRESENTATIVE SKINNER

During the debate in 1974, it was stated by someone in authority that... from the RTA side, that if you did not have night "L" service, the amount of money that would be saved would be enough so that the CTA would make money... I mean they would break even. To suggest that it's only \$200,000, I would really think you would have to have a very creative accountant to spread the cost that way.

FRAN MILLER

I have a newspaper clipping a home, and I'll fish it out and...

REPRESENTATIVE SKINNER

I'd sure like to see it.

FRAN MILLER

...and enter it into the testimony, if possible. But...

REPRESENTATIVE SKINNER

Could you reflect upon, for a moment, the statement made by the CTA person that in London the subways don't run all night long. Now I don't see why you couldn't run subways late enough to get the people to work for a 12:00 shift or even a 10:00 shift and early enough to get them home...I'm not sure why you have to run in the middle of the night.

FRAN MILLER

Because some people work until 1:00 or 2:00 at night and they are starting up going to work...if you ride those "L's" you see them going to work at 4:00 and 4:30 in the morning. So, it's just a short window there. So, you would lose money in vandalism because of the fact that there are riders and trains going by at all hours minimizes the amount of vandalism you have on the CTA system. So there would be some loss. Now I lived in Europe for seven years, including three and one-half years in Paris.

The Paris system shuts down between 1:15 in the morning and 5:30 in the morning, but those cities are so small from the heart of the city from the outskirts of Paris is only three miles. You can walk it. There were buses that left from the center of Paris every hour and they could make it to the outskirts of the city within 10-15 minutes and the buses will all come back in and be in the heart of the city within a hour later.

This is impossible in Chicago because it would take 45 minutes to drive it, plus there would be downturn in ridership because some people wouldn't

be willing to ride to those rough neighborhoods that the rapid transit avoids. So our American cities are so huge that the European deployment wouldn't work.

Eighth, we've seen today the need for capital funds, for instance for safety measures, for cameras and for better phone systems and etc. Right now, our leaders, both Republicans and Democrats, hope to spend \$800,000,000 on the Franklin Street Subway which is completely unneeded. I am a mass transit advocate, and if I thought there were any possible use for the Franklin Street Subway I would certainly be here testifying for it. But it would result in a decrease in service. So, the capital funds are available...

REPRESENTATIVE SKINNER

The Franklin Street Subway is going to cut use in the service?

FRAN MILLER

Yes, I'll send that along, too.

REPRESENTATIVE SKINNER

Why?

FRAN MILLER

Because it will knock out service to the eastern side of the Loop.

REPRESENTATIVE SKINNER

Well, that's strange because Mayor Bilantie started his justification at the Environmental Impact Statement Hearing by saying that the Franklin Street Subway...because Chicagofest was an example....

FRAN MILLER

...Well, as you know, most of the critics did not get on until about 4:30 and you had to leave, sir, but there was a great amount of testimony against it. And all of us are transit advocates. I can go more in detail if you like or simply enter it on the record as part of my testimony. For

instance the Franklin Street Subway will not connect to the...

REPRESENTATIVE BARNES

Thank...no...I would prefer that we didn't get into it. I just explained it...we'll talk about it afterwards.

FRAN MILLER

As long as it....other sources of funds....

REPRESENTATIVE BARNES

Right. Thank you very much, sir. What I would like for you to do, if possible, and really, we have listened closer to you than probably you imagine, but if you could submit, and you did say that you had a document, to the Committee to the Chair, I would appreciate it and any other additional comparable information that might help us in our deliberations, because it seems based on your presentation today that you have a wealth of experience in your background that could possibly really be helpful to us.

FRAN MILLER

Thank you very much, sir. Again, thanks again for your interests.

REPRESENTATIVE BARNES

That's all right. Thank you. We have one final witness. I'm sorry, I thought it was for appearance only. Forgive me. But it has been brought to my attention, Gerard Rosseljong. Is that correct? Okay, thank you. Go right ahead. Introduce yourself and go right ahead with your testimony.

GERARD ROSSELJONG

Thank you Mr. Chairman. My name is Gerard Rosseljong. I have been a bus operator for eighteen years, fourteen of these years were night service on Damen Avenue. I have been spit at, threatened numerous times and assaulted twice. Now, as far as the police protection is concerned,

I think it can be improved considerably. Well, I seem to be lost for words, but I just would like to say that I pick up our working passengers plus a few criminals, and of course my concern is for my passengers, my paying passengers. The biggest offenses seem to be smoking on the bus, not paying their fares, and then playing loud radios--in that order. Well, I think I covered just about...well, maybe not everything, but I think the most important facts.

REPRESENTATIVE BARNES

Well, thank you very much, sir. Representative Skinner has a question for you.

REPRESENTATIVE SKINNER

Yes, could you give us some kind of estimate of how large the problem is in people getting on without paying or getting on and underpaying?

GERARD ROSSELJONG

Well, I can say that it is not nearly as bad as it used to be. Because I am one of the few drivers that insist on paying their fare. After a while, certain people get to know these particular drivers, and they will pass your bus up.

REPRESENTATIVE SKINNER

Are you threatened because of this hard-nosed attitude?

GERARD ROSSELJONG

Oh, yes, many times. And also like I say I instict a no-smoking ordinances on my bus. I allow no one to smoke on my bus, that includes myself because when I smoke I go to the end of the line and I get off the bus and do my smoking. Of course, I was raised with strict discipline, and I believe that when I got people on my bus going to and from work trying to make a living, I am not going to allow anybody to break the law!

REPRESENTATIVE SKINNER

You sound like you are cut out of the mold of my suburban railroad conductors and trainmen or collectors, excuse me. Because they don't take any nonsense either.

GERARD ROSSELJONG

I have been told that I might be a little crazy for having this attitude, but this is the way I was raised and I am a firm believer in it. And like I said I have been assaulted twice. The last time it cost me 11 stitches.

REPRESENTATIVE SKINNER

Wow. Thank you.

GERARD ROSSELJONG

But I am still willing to fight anyone that challenges the law.

REPRESENTATIVE BARNES

Thank you very much, sir. We appreciate your taking the time to come before us. Your testimony, as I indicated earlier, is taped and it will be incorporated within the record and any other thing that you think should be brought to our attention, please feel free to either contact me or my Staff and we will work toward trying to solve some of that problem that you represented to you. Thank you very much.

GERARD ROSSELJONG

Thank you.

REPRESENTATIVE BARNES

At this point, the meeting of the Subcommittee of the Transportation meeting will stand in recess until September 19 at 10:00 a.m. right here in Room 1818, 160 North LaSalle in Chicago. We stand in recess.

END