

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

**SECOND PUBLIC HEARING
CHICAGO, ILLINOIS**

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ACQUISITIONS

SUBCOMMITTEE ON CRIME ON
PUBLIC TRANSPORTATION VEHICLES
(House Resolution 1020)

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-- Chicago

Edmund F. Kucharski
-- Chicago

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-- Calumet City

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- *In Order of Appearance* -

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Subcommittee on House Resolution 1020:
CRIME ON PUBLIC TRANSPORTATION VEHICLES
September 19, 1978
Chicago, Illinois

Representative Skinner called the meeting to order in the absence of Chairman Barnes.

Mr. Marshall Suloway was the first witness to testify.

(Technical difficulties with the tape.)

MARSHALL SULOWAY

The Department of Public Works welcomes this opportunity to testify before this Subcommittee of the Illinois General Assembly. Upfront, I would like to state that the Department of Public Works is vitally interested in the safety and security of the CTA riders, as well as all citizens in Chicago in their daily lives.

Our role is limited, but I would like to point out what we have done and what we are doing toward the goal of a 100% safe and secure transit system.

As we are primarily an engineering, architectural and construction agency, our main thrust to date has been in innovative design of transit facilities to create an environment that leads to safety in and on these facilities. Examples are the Kimball subway station on the Kennedy Transit Line, where, at considerable extra cost, a columnless station was built to ensure maximum visibility and minimum places where potentially dangerous lurkers may hide.

As can be noted on the Dan Ryan and Kennedy lines, all facilities have been designed to give maximum "openness" and preclude a feeling of confinement.

We are also involved in experimental and demonstration projects to aid in providing safe, secure and efficient transit operations.

One such innovative project is the Transit Security Project the Department is now undertaking. This project was initiated on May 24, 1972, by a grant application to the Urban Mass Transportation Administration to finance a study (termed Phase I) of the CTA security system. This application was approved by UMTA on August 12, 1972, for \$148,000.

The study we undertook included examination of patron perception of crime, relevant crime statistics, the physical environment of the transit system, and operations of transit and police personnel. From this information, a transportation security strategy was developed and is to be tested in Phase II of the program.

The strategy that the Department has selected to demonstrate is based on the finding that a security void exists on the rapid transit system of the CTA. Crime was found to be the highest on platforms as compared to on trains, buses or at bus stops. Coincidentally, patrons' fears were the highest while on the platforms. Finally, it was found that there was minimal means of communication while on the platforms, and patrons indicated to us that a surveillance system would make them feel much safer.

We are now embarking on Phase II of this project. Phase II is a demonstration of an innovative communication strategy at four stations (35th, 40th and Indiana, 43rd, and 55th Streets) on the Englewood/Jackson Park elevated line. The system to be demonstrated has been termed the Teleview Alert because it employs a closed-circuit television system consisting of nine cameras located on platforms, staircases, and ticket booths of each of the four stations.

This system of cameras will be constantly sequencing all the stations until it is specifically and directly activated by the patrons. Patrons can activate the system by push-button alarms, an emergency telephone and a two-way loud speaker system.

Once the public is informed about Televue Alert, the benefits of the system will be threefold. First, riders will feel secure. Second, crime will be deterred. Third, criminals will be apprehended. All these benefits derive from the unique and innovative concept of Televue Alert--that the cameras are not just monitoring and recording devices, but a direct and immediate communication line to law enforcement officials. Thus, Televue Alert is in the vanguard of rapid transit surveillance security.

The capital equipment to be purchased for this system has a budget ceiling of \$910,000. In addition, Phase II includes a \$570,000 "before/after" impact study.

I wish to make it clear to this Subcommittee that this is an experimental project. As such, the impacts of the system will be studied for one year, and at that time, determinations will be made regarding the project's functional efficiency as well as its value as a crime deterrent. It should be understood that the Televue Alert System is not intended to be a substitute for existing foot patrols, but rather as a supplement to that service.

This electronic or technology transit security concept will be transferred to all new rapid transit extensions if proven effective, such as the Jefferson Park-O'Hare Extension. With such a system, transit security perception should be greatly enhanced on these new

extensions and crime reduced as well.

The City was able to begin non-construction aspects of the project in the summer of 1976 when UMTA provided the City with \$250,000 to begin the engineering and design of the demonstration. An additional \$250,000 was provided by UMTA in September, 1977 to fund the "before and after" study portion of the demonstration. On September 15, 1977, funds for the capital portion of the project were approved. Since the September, 1977 award was made, the City, through local contractors, has completed the specifications and installation drawings, and initiated the "before" data collection portion of the project.

On June 12, 1978, the City advertised for bids from general contractors. Unfortunately, we received one bid and it was deemed non-competitive. To assure a competitive environment, substantive modifications were made and readvertisement for bids was made on August 7, 1977. In support of these changes, the Department of Public Works hosted a pre-bid conference so that technical difficulties might be discussed and the questions of prospective bidders answered. This conference is expected to encourage a high submission of sealed bids. On September 26, the bids will be opened. Thereafter, the City will select a contractor, negotiate a contract and install the Televue Alert equipment. Our projected schedule now indicates a June-July installation completion time frame.

In sum, the Department's project is to find out what should be done concerning crime on the transit system. This project is not a systemwide strategy that will respond to all CTA crimes. If the project achieves its goals, then it will become the decisions of the CTA and the

Police Department as to if systemwide expansion should occur.

(Technical difficulties with tape.)

(Representative Skinner is questioning the need for spending approximately \$500,000 to conduct a "before/after" impact study mentioned by Mr. Suloway earlier in his statement. Page 3 of transcript.)

MR. SULOWAY

...the rate of apprehension would be much greater with the cameras than without because of the time frame in there and also... this picture you have of the criminal. So, it's threefold. And if criminals are apprehended, the larger percentage, this is going to deter crime. It's going to be a deterrent by having the cameras there, and thirdly, as you so well said, of course it will make the people feel more secure.

REPRESENTATIVE CAL SKINNER

I understand what you're saying. But, I do not understand why we have to put a bunch of university professors on public welfare to the extent of \$500,000. I think the idea is good enough that you ought to make the conclusion that you should apply for TV cameras for every station in the entire system.

MR. SULOWAY

We disagree there. We feel that the \$500,000, and so does the UMTA feel, this is well spent before we spend many millions of dollars, if it's going to cost a million dollars to do only 4 stations, and there are...and I'd have to ask Harold Geissenheimer...How many stations have you now, on the system? 140. All right, now if you divide 140 by 4 and multiply it by a million you see, it's a hell of a lot of money, and so I think that it's a very, very small amount of money to spend a half a million dollars so you do that job right, and that's what we're trying to do.

REPRESENTATIVE SKINNER

Well, one of the things that has never impeded the Department of Public Works is talking about a lot of money with regard to projects. You've mentioned that the next stations to be targeted are the ones that I would conclude would be the safest stations in your entire system, which would be the O'Hare extension. If anywhere people will feel secure, it will be beyond Jefferson Park. The most needed of stations, it would seem to me, are in the city some place, and I don't know your city, you know your city.

MR. SULOWAY

I do know our city and we will locate the cameras depending on the areas and the design of the facility. The installation of surveillance and cameras on the Kennedy line, of course, will be a lot less than it will be on the old lines. In other words, these stations will be designed so they are open and free and...did you hear my testimony in the beginning when I started talking about the Kimball station?

REPRESENTATIVE SKINNER

I have no idea where the Kimball station is. So I must admit, I can't relate to that.

MR. SULOWAY

Do you remember what I said about that? I'd be glad to repeat it.

REPRESENTATIVE SKINNER

You said there were...It was a new station, and there were no piers. I've been taking notes for about 20 years now. I'm pretty good at that.

MR. SULOWAY

All right. Columns at stations add extra cost which we do not have in the older system and so the Kennedy line will be designed, the extension to O'Hare, also the cost of the installation of these facilities will be a lot less, but we still think that they're very necessary.

REPRESENTATIVE SKINNER

And you naturally think that the building of the extension of the O'Hare line for \$150-\$180 million is more important than installing TV cameras in all of the present stations?

MR. SULOWAY

That's a very, very difficult question. Yes, I think that investing \$150 million for transportation to the busiest airport in the world certainly is worth \$150 million. Yes.

REPRESENTATIVE SKINNER

Even though the cars aren't going to have any luggage racks and it's not going to be primarily for airline passengers?

MR. SULOWAY

Not "primarily". It's for everyone including airline passengers, and I think Representative, that you'll find that the majority of people that use facilities such as these are the business traveller who are the majority of the travellers and they have a very light bag or briefcase. It's in and out the same day, or the next day.

REPRESENTATIVE SKINNER

Well, for the purpose of...

MR. SULOWAY

I really didn't know that that is what this meeting was about, but

I'd be more than happy to discuss the Extension in great detail some other time.

REPRESENTATIVE SKINNER

Just a little bit. This is the first time I've know you as a real live body. You've refused to return my phone calls, you've refused to give me a copy of the environmental impact statement on the O'Hare extension, and I'm just happy to know that there is a name, or a body, behind the nameplate.

MR. SULOWAY

Let me straighten you out right there. Your office said that you did get a copy of it, and we told you where the copies were. I've testified before you before. It's just that you don't remember me, I'm sorry.

REPRESENTATIVE SKINNER

One of those anonymous City Hall faces.

MR. SULOWAY

No, no. I was never "anonymous".

REPRESENTATIVE SKINNER

Now, what about the lights on the stations? Are you satisfied that they are sufficient?

MR. SULOWAY

I think that this has to go with the overall program. I think that on those stations where we have cameras, the lighting will have to be improved so we get a good image. As far as...there's a limit that you can go with lights. If you want to put 200 foot-candles on there, fine, that's better than 50. And 10 is better,...is not as good as 50. I think that lighting should be improved in all the

stations, there's no two ways about it.

REPRESENTATIVE SKINNER

When may the passengers expect to see the lighting improved?

MR. SULOWAY

I certainly couldn't answer that question. That's up to the CTA. As I explained before, the Department of Public Works is a design, construction agency. Architects are working on new facilities and demonstration projects. We do not operate or maintain the CTA.

REPRESENTATIVE SKINNER

All right. If the...what do you call them? "tele-vue alert" program...is proven to be successful, then will the CTA be applying to UMTA and the Department of Transportation for additional funds? Would that be the procedure?

MR. SULOWAY

I couldn't answer that question. As I said, it's up to them after the demonstration is over and an evaluation is made. I think it will be a decision that's up to the CTA and the Chicago Police and anyone involved with operations or security on the CTA to then make a decision and apply for further federal grants.

REPRESENTATIVE SKINNER

And we can expect that decision in a year, about?

MR. SULOWAY

A year after the demonstration is over, yes.

REPRESENTATIVE SKINNER

Okay, thank you very much.

MR. SULOWAY

You're welcome.

REPRESENTATIVE EUGENE M. BARNES

Thank you very much, Representative Skinner. May I say, Mr. Suloway, I think I have a few questions for you. Joining the panel now, and I'd like to apologize for being a bit late myself, but joining the panel now is Representative Kucharski, on my far right and myself, Representative Barnes, and let me offer my apology to you Mr. Suloway for being a bit late, but an emergency arose and those things happen and its something I couldn't do anything about.

I have a few questions, so bear with me, I realize you are busy. Number one. Let me say thank-you for responding to my letter and the request of the Committee on such a short notice. Number one and number two. We appreciate having you here so this Subcommittee can benefit from the knowledge that you have as it relates to the planning of future programs on the system. I do have a few questions, and bear with me, because some may be redundant because I did not hear your complete statement. But, there were some things that were raised in the earlier meeting, one you've already, I believe, discussed with Representative Skinner, but I believe there was something raised as it relates to acquiring new type fareboxes. Has that been discussed with the Department of Public Works or has any bid been let or any discussion along those lines? What was discussed was the type of farebox, I believe, that has some kind of recording device, is that correct? so that the operating personnel could determine whether or not the correct fare was put into those boxes.

MR. SULOWAY

This will not be determined by the Department of Public Works. In other words, if a determination is made by the CTA, when we're constructing the extension to O'Hare, then we will be in on the project.

Otherwise, it's strictly up to the CTA.

REPRESENTATIVE BARNES

That's strictly a CTA planning project? Okay, well the, there's a couple others...

REPRESENTATIVE SKINNER

No bids have been let?

MR. SULOWAY

I have no knowledge of that. That would be a CTA project.

REPRESENTATIVE BARNES

That would strictly be a CTA project?

MR. SULOWAY

Yes.

REPRESENTATIVE BARNES

Even if the decision was made to go in that direction, that would not be something that would come under the Department of Public Works?

MR. SULOWAY

No. That would be up to the CTA.

REPRESENTATIVE BARNES

Thank you sir. Additionally...at least it raised three or four questions in my mind. I didn't hear...I heard discussed by yourself and Representative Skinner, the new O'Hare Extension. Now you say there are going to be four demonstration projects. Did you state in your statement where those four projects would be?

MR. SULOWAY

Yes. On the one here at 35th, 40th and Indiana, 43d and 55th Street. This is on the Jackson Park, Englewood Line.

REPRESENTATIVE BARNES

At 35th, you said, 40th and Indiana?

MR. SULOWAY

40th and Indiana, 43d and 55th Street.

REPRESENTATIVE BARNES

Those are all on Jackson....

MR. SULOWAY

They are all on the Jackson.

REPRESENTATIVE BARNES

None on the Dan Ryan? None on the Dan Ryan at all?

MR. SULOWAY

Those are all on the Jackson Park, Englewood Line.

REPRESENTATIVE BARNES

Could you tell me what went into the thinking, and I'm not necessarily saying that that's either right or wrong, but that none would be on the Ryan Line, which, since the Ryan line went in, the bulk of the transportation has transferred from Jackson-Englewood onto the Ryan. That's where most of the people are. As I understand, based on information that has been coming to me from the system, is that the major problems that they've been having have been on the Ryan.

MR. SULOWAY

The original study, in other words, we had a study grant, \$148,000, and our recommendation from this was based on the highest incidents of crime. And the highest incidents of crime and density were on the north-south line, the Jackson Park-Englewood and on the West route. We originally applied for demonstration projects for the two lines, the West line and also on the Jackson Park line, because of the statistics

that came out of the study. We wanted to do this on nine stations. We thought it would give us a better idea if five on the west line and four on the Jackson Park line, or vice versa, were installed. After much study back and forth with UMTA, they cut it and said no. It was a demonstration and we could only go with one, and, against our better judgement. It's their money and their ruling so we went with just the one on the Jackson Park-Dan Ryan line.

REPRESENTATIVE BARNES

So there's none on Congress either, which is another heavy incident line?

MR. SULOWAY

That's right. It was based on the crime statistics.

REPRESENTATIVE BARNES

I see, well, in addition to that...Now, we've talked about the various stations, so there are at least a couple of questions I want to raise. One: was there any thinking related to bus terminals? Because some of the major problems have occurred at some of the bus terminals.

MR. SULOWAY

This is considered, but, again, we went to the highest points of incidents of crime and they were on the station platforms, stairways and associated....

REPRESENTATIVE BARNES

But do you foresee, in the future, and I realize I'm asking you to "crystal ball" now, but do you foresee in the future, assuming that this kind of project is successful, that it may be extended to high incident areas as it relates to bus terminals?

MR. SULOWAY

YES, I do. In other words, at any enclosed area, I see it.

REPRESENTATIVE BARNES

I see, okay. In addition to that, will the various cameras in the terminals that you have, will these go into a central location?

MR. SULOWAY

Yes, it'll go into central police headquarters.

REPRESENTATIVE BARNES

Central police headquarters, okay. So, then the question then will be, not for you but for the police department, in terms of staffing, what any additional requirements would be necessary upon the completion of a system of this type? Will that be taken into consideration in the demonstration project?

MR. SULOWAY

Yes; in other words, it's an 80% grant and the local share, the majority of the local share, is through services provided by the Chicago Police Department. And that's a point, Representative, that I tried to bring out to Representative Skinner. He was wondering why we're spending \$500,000 for analysis and it's only a million dollar capital amount, and I was saying that if it works out we want to know how to do it right when we spend many millions of dollars. And not only that, but when you spend many millions of dollars in so many of these things it's not only the initial investment, it's the operating cost. And the operating costs of, as you say, extra police officers to monitor, so it's such a big project, that it could be such a big project and such an expensive project, not only for capital, but for operating forever-and-a-day afterwards and that's why we're spending a half million dollars to

analyze the results of this demonstration.

REPRESENTATIVE BARNES

I see, so then the staffing, the information relative to staffing, is one of the considerations that the study will be looking into which can be projected over the total system, so that the police departments inside or outside the city will know what their responsibilities would have to be upon the extension of the total system?

MR. SULOWAY

That's right. You see, with a demonstration project such as this, you can make a lot of refinements, in other words, observation, the camera sequence, in other words, automatically, but then if someone pushes an alarm button, then that camera takes over and that's the one that's seen, that viewer goes on at police headquarters. Now, there are many combinations of what you can do, how you go from police headquarters and what action the police department takes from there on and this will be part of this demonstration, to refine it so when we do go to an overall program, you'll have the best system for the least amount of money.

REPRESENTATIVE BARNES

Now, as I understand it, I believe, correct me if I'm wrong, when I was coming in you said that you expect to have these in place and working on the project by June of 1979?

MR. SULOWAY

That's correct.

REPRESENTATIVE BARNES

Is that correct? Do you have any idea when the first one will be in?

MR. SULOWAY

No. They will be going right along, and I'd say it will be almost simultaneous because the majority of it is your cabeling and putting both

your alert system on the site and then your viewing and reception system at the police headquarters.

REPRESENTATIVE BARNES

Would you see any extraordinary problem? I know the police department has for many years patrolled the subway system. Do you see any extra problems with this kind of project? The reason I raised that question, I note again that none of the demonstrations are in, and I was just wondering, do you see any extra problems along those lines, assuming that this would be an acceptable way to go, in the future?

MR. SULOWAY

No. I think that's just like putting in the line for communication on the subways. I think that problem has been solved and there should not be any problems in communication in the subways.

REPRESENTATIVE BARNES

I see, and the final question. As I understand, you said that this project would be approximately \$900,000 for 4 stations, approximately, and there are roughly 140 stations. And my mathematics translate that to be roughly \$35 million for the project. Is that in the ball park?

MR. SULOWAY

Well, I was just trying to give an example that \$500,000 is a small percentage of a total system and well worth the investment. When you have a total system, such as that, you...It isn't a straight-line relationship.

REPRESENTATIVE BARNES

Yes, I realize that, but I'm just saying generally, you're talking about somewhere better than a \$20 million. In that neighborhood.

MR. SULOWAY

Very likely, very likely.

REPRESENTATIVE BARNES

Well, thank you very much. Are there any additional questions?

REPRESENTATIVE SKINNER

Yes. I guess I'm just going to have to express publically that I disagree with your sense of priorities. It seems to me that making the present CTA system safe is a lot more important than building a system to O'Hare from which most passengers are going to have to transfer to a bus, anyway, and which could be provided by either the Milwaukee Road or the Chicago Northwestern Railroad. If this would cost \$20 million, and you can squeeze 150 out of UMTA, I would certainly want to squeeze out the money to make the people think the present system is safer before I would go expending it on a system you admit is going to lose \$6 million the first year it's put into operation.

MR. SULOWAY

Mr. Chairman, I didn't know that this meeting was to discuss the Extension.

REPRESENTATIVE BARNES

I think that is a little far afield but....

REPRESENTATIVE SKINNER

It's not free money and we don't have infinite resources.

REPRESENTATIVE BARNES

Well, I agree Cal, but I do think that that's a bit far afield and Mr. Suloway, in your own judgement, it's up to you whether or not you would want to get into that.

MR. SULOWAY

You know, Mr. Chairman, I'd say too that, you know, we'd be better off in not turning wheels and running the trains. Geissenheimer would agree with me on square wheels, so let's not use any of that money to improve the

the equipment, let's do it all to make the system secure. But there... you can't prioritize like that, I don't believe, any more than you can prioritize saying that we should not have an extension to O'Hare. We should spend any and every dime that we have on a system such as I'm talking about now, before we've even finished the demonstration.

REPRESENTATIVE SKINNER

And yet, before you finish the demonstration, UMTA has already agreed, you're going to put in similar facilities, similar camera facilities on all of the O'Hare Extension stations....

MR. SULOWAY

They have not.

REPRESENTATIVE SKINNER

Oh, I'm sorry. I thought you said that you were going to put them in those stations.

MR. SULOWAY

NO. I said that we will design them, we haven't gotten approval on it yet.

REPRESENTATIVE SKINNER

Oh, well, that at least makes it consistent, thank you.

REPRESENTATIVE BARNES

Again, thank you very much Mr. Suloway, and could I request from you, if possible, the statement that you made to us orally? If we could have it, or a copy of it, submitted to the staff, we would appreciate it so it could be incorporated into our records. Thank you again; I appreciate it. ...be able to raise them with you at this hearing this morning. I was wondering Mr. Geisenheimer, if you wanted to clarify something, as it related to that question on the fare boxes. I believe that was the reason

my staff indicated to me that we should call on you at this time. Would you, for the record and for the transcript, identify yourself.

MR. GEISSENHEIMER

This is Harold Geissenheimer, and I'm the General Operations Manager of the CTA, and I have with me Mr. Coleman.

MR. COLEMAN

I'm Vic Coleman, Director of Security for the Transit Authority.

MR. GEISSENHEIMER

I am not sure that I understand the question about fare boxes as it was discussed with Mr. Suloway. The Department of Public Works is involved in the design and construction of rapid transit stations. In rapid transit stations, we use turnstiles or we have agents on duty to collect the fares. There are no fare boxes, as such, in a rapid transit station. Boxes are used on buses. The CTA, about 8 years ago, completed a modernization of all of its fare boxes. We put in a completely new system at that time known as the Dunk and Close system. A system where the money remains in a sealed container all the way to the point of the counting room. It is never touched at any point along the way. We have no plans

REPRESENTATIVE SKINNER

Could you speak a little closer to the mike.

MR. GEISSENHEIMER

We have no plans to make any further changes in the fare box system. We've had no discussions with manufacturers, no bids, none of the things that were mentioned last time, and I thought that I had answered that at the last meeting. Our staff, personally, is aware of various new developments in fare boxes. And we continue to follow whatever is happening in the industry. But we have not had any proposals or bids or any of the things

that were mentioned last time concerning fare boxes. I do not understand that question.

REPRESENTATIVE BARNES

Well, I think the question is, and I think it's sort of interrelated, and I believe that when we were over at the CTA headquarters the other day, we talked about the development and planning that was going into up-dating the various equipment in the system and, as I understand, that there is more or less an on-going project to develop new cars, new buses and what have you. I guess the question is interrelated to whether or not in that new equipment, coming on board, whether or not the newer type fare box is under consideration for the CTA since it has been, it was testified at least before this Committee, that one of the major problems as it relates to incidents between the operating personnel and the patrons was questions of how much money was put into those fare boxes. Well, without a system that I understand is available at this point in time, I'm not sure where, but as a system that can denote when the money goes into that fare box....How much is put in there. That was the reasoning for that question. So, whether or not in the newer equipment that the CTA will be bringing on line, and as I understand, they will be bringing various pieces of equipment on a sort of regular, scheduled basis to up-date the older equipment....Whether or not any consideration was being given to bringing in newer type fare box equipment which could in itself perhaps reduce some of the tension that develops on a personnel-to-patron relationship initially.

MR. GEISSENHEIMER

The type of fare box that you mentioned is not really a new product. To those of you who might recall the former Chicago Motor Coach buses of many years ago, they had a box that registered individual coins. We, at the

moment, have no purchases of buses planned specifically over the next several years. We obviously, from time to time, do buy new buses. Buses do not normally come with new fare boxes. Fare collection systems are complete in themselves because of the need of having compatibility in the handling of the money once it's registered into the box.

I think that there is a great deal of question over the advisability of buying such a fare box that you mentioned because of the technical complications of that equipment. That is an electronic device that (a) is very expensive, and (b) is subject to a great deal of maintenance and breakdown. And with that type of a box, if the machinery breaks down, then that's another item on the bus that would cause the bus to have to be taken out of service and a road call made.

Those systems that have used registering boxes over the years.... Several times I have been associated with private bus companies that did do so, and we took them off because of the difficulties of having a bus breakdown at 5:00 at night just because the fare box was no longer able to collect the coins.

So, there are many pros and cons. All of that would have to be studied, some time in the future, when we were in the market for fare collection equipment. Our system is very new and fare boxes, generally speaking, are a 40-to-50 year investment on the part of a transit system.

REPRESENTATIVE BARNES

Well, one of the considerations that was raised, and there was no rebuttal to that....I don't know if the CTA wishes to rebut that point, but one of the considerations that went into this question, as it relates to fare boxes, was short fare collecting, short faring, whatever you want to call it, where people board without paying the full fare. I know based on

my past experience, and I worked with the old "K" boxes and the "Q" boxes, and people do get on and throw a bunch of change in there and if the fare happens to be 40¢ they will throw in 33¢. Now, there's no way to count that. There's no way for the operating personnel to clearly determine that. It is then a question between that operating personnel and that patron at that particular time. I know especially during the school year, you get a great deal of that, especially around the high schools where kids will get on and throw in 25 pennies and swear that they put in 45¢.

MR. GEISSENHEIMER

Well, we would be happy to keep that item under consideration. That has to be measured against overall capitol grant needs of the Authority, and we are talking about a system that is brand new, literally, in terms of its own overall timing in our system and the objections to the other type of system are rather complete in many cities.

REPRESENTATIVE BARNES

I believe, and I would have to go to the transcript, and I would yield to Rep. Skinner, and I believe that there was a fairly large amount of money that was stated that was lost in this fashion. I think it was \$2, \$3, \$4 million, which is a nice little sum of money. Now, I don't know if that is the case or not, and that's the reason I toss it out, because at this meeting what I would like to see is some of those things that were raised in the first meeting at least addressed. I'm not saying they were right or wrong, but....

MR. GEISSENHEIMER

We would be very happy to investigate further with our ordinary inspections on the bus. We have people who do ride the buses who observe if

the fares are being collected. And if this is a problem, we obviously would be as concerned about it as you are. But we have to measure all of those other problems with that type of a fare collection system.

REPRESENTATIVE BARNES

Well, do you have any idea, and I realize this is a question and it may not even be within your purview, but do you have any idea of how long it would take to do that type of study? We would be very interested in seeing something done in that way so we can better evaluate what we're trying to do here.

MR. GEISSENHEIMER

I don't believe you could make a specific study of that. I think that that's something that we would review our checkers' reports on to see if we have had any large amount of this type of incident.

I would say that based on conversations that I've had with the transportation personnel that I would like to say that that is not an item of the magnitude that was measured, that was mentioned, and I think that you have to go to overall transportation operations throughout the nation where you find the type of fare boxes that we have. We have people who come here to see our fare collection system.

Our fare Collection system is one of the finest in the country, and I believe having actually operated the bus on occasions, that a bus driver is capable of detecting the number of coins on the plate. If he is dumping the plate each time a passenger gets on, he will have specific information. I know of cases where drivers whom I have been on the bus with have said to a person: "say, look on the plate. There's only this on the plate." Now, if he allows a lot of coins to accumulate on the plate, which is incorrect, then he cannot tell one from the other.

REPRESENTATIVE BARNES

Well, I'll just be honest with you. I have to differ with you there based on my 13 years of driving a bus. You can do that, yes, if you've got one or two people getting on at a time. But if you pull up to a stop and you've got 50 people and they're all going to pay...to try to hit that plate and count that change as it goes in there, no way. No way. Impossible. No way. You can't do it, and I base that on my 13 years of experience and I worked with the fare box you have not and worked with I guess 4 or 5 fare boxes you had before. There is no way. When you go up to a crowd, you cannot count the change that hits that plate...people throwing in three, four, or five different kinds of coin, no way, impossible.

So, you're putting....The reason I raised the question is because, here again, you're putting an additional burden on the operating personnel, the person that the public sees out there. And he's getting, he or she is getting an additional burden put on them that they cannot respond to. Because this is something that, sure, in a normal operation, 1,2,3, people getting on at a time, sure you could do it. But, it is impossible when you go into a large crowd, to be able to do that without a fare box that records. It's just an impossible situation. I don't know that it's a great problem, but it was something that was brought up. Representative Skinner.

REPRESENTATIVE SKINNER

I'd like to enquire a little more about the reliability of these electronic devices. How old is your experience with their unreliability? How many years ago?

MR. GEISSENHEIMER

My experience is as current as 2 1/2 years ago when we tested, in

Pittsburgh, electronic boxes by both manufacturers.

REPRESENTATIVE SKINNER

Now, has anybody else done it since then?

MR. GEISSENHEIMER

There have been some smaller cities, a very small number....That you'd have to go and investigate through manufacturers as to what their products are. But the type of box that we use is the standard box in the industry, and the electronic box just has a great many items....I personally do not believe it's a perfected box at this point.

REPRESENTATIVE SKINNER

It's my impression that electronic circuitry is getting better and better and, at some point, they ought to lick the problem.

MR. GEISSENHEIMER

This is a very expensive, complicated gadget.

REPRESENTATIVE SKINNER

Is it at all similar to the type on the Tollway? Why couldn't something similar to the Tollway be....

MR. GEISSENHEIMER

Because the Tollway fare collection never moves and this thing is subject to all of the jolts, the potholes, and the bus going down the street. That's the problem with it. It takes a very....It's the moving of the bus. It's a very difficult item to subjectively talk about here.

REPRESENTATIVE SKINNER

Thank you.

REPRESENTATIVE BARNES

No, I can concur with you on that. Mr. Coleman, there are a couple of questions that were raised at the earlier meeting that perhaps you can

address for us. We have been looking...The Staff and I have been looking into this question of safety and security, and this is just background, for, oh God, almost 2 years, huh Bob? Two years, and there have been some real questions that have been raised. We've looked at some Supreme Court rulings around the country, especially out East and one question that comes up constantly, and this would be to address, that I hope you could address, exactly what kinds of instruction, what is the procedure from a security and safety stand point that the operating personnel are given? What kind of guidelines are there for a given incident as it relates to an occurrence that happens on the vehicles while on the street? Example, we're just talking about short faring. If that happens, how, what extent can that operator go to...and exactly what procedure should they follow to.... exactly what procedure should they follow? Can they physically put that person off the bus, or what can they do?

MR. COLEMAN

The operating person is not policeman. He has no persuading devices, no guns, no clubs. So he's not instructed as such. He is instructed to see that the passengers are as safe as he can make them. Each one of our buses is radio-equipped with two different methods of contacting the control center. (1) He can do it with a voice control with a headset; and (2) he has a silent alarm. If something unusual happens, he is to contact the control center--if it represents imminent danger. He also is required to make out a report at the end of his trip of any unusual circumstances that happen in or about his vehicle. He is not only required to do so, but if we find that he does not, he is subject to severe discipline.

REPRESENTATIVE BARNES

Let me ask this question then, and I don't want to be facetious here, but is there any evaluation of the personnel depending on the number of incidents or number of reports that they are involved in vs. the number

that are not? I guess what I'm saying is, if a guy is diligent and he reports anything and everything that happens on the line, is his performance as an employee for the company,..is any determination given in that decision that would be made at that point in time based on the number of incidents that that operator or person has been involved in? I guess what I'm saying is whether or not it is more advantageous for him to look the other way than to do a lot of diligent reporting and some incidents happen two, three years down the road...and the company goes back over that record and says that you've got problems.

MR. COLEMAN

Each incident is put on a piece of paper, and sometime it's erroneously construed as an accident report. Maybe it should be called an "incident report." I think we're mixing security with accidents, and we really don't want to do that. If an operator, any operator, is involved in accidents often, which is safety, you know, involves safety, certainly we want to take a very serious look at his ability to be safe, and his value is measured some where along the line. But, on an "incident report", and incidently they are always marked "S", which is an incident rather than an accident, and that would have absolutely nothing to do with whether he was a desirable employee or not.

REPRESENTATIVE BARNES

I see. Then the final question, Mr. Coleman, is that in doing some research on this, there have been some Supreme Court rulings that have been handed down, not necessarily here in Illinois, as a matter of fact, I don't....I'm not sure whether there have been any in Illinois or not, but I know there have been some questions that the court has tried to clarify as it relates to where responsibility lies for liability, and I understand

from what I've read that they're saying that the responsibility lies with that operating personnel who is an extension of that particular company on the site, at that point in time. Now, does the CTA, in your experience in your job, is it the policy of the CTA to view it in that fashion or, you know, I guess what I'm trying to get at is the guy, and I keep saying a man, I'm sorry, because it was all male when I was there....But the person that is on the street at the time, whether or not he perceives that he has support, or whether or not he perceives, he himself or herself, would be liable for the actions that's being taken at that point?

MR. COLEMAN

The operator of a train or a bus for the Chicago Transit Authority is not liable and he knows that if he says he is, he either doesn't understand or he is misconstruing the instruction that he has received. But, he is obligated to see that the passenger gets all of the help that he can. I remember distinctly a ruling on a case where a passenger....

REPRESENTATIVE BARNES

Could you speak a little louder, Mr. Coleman?

MR. COLEMAN

I remember distinctly an incident where a passenger was injured on a train and the operator himself acknowledged under questioning that he did not report it, and that's what the court said, I believe, he was to protect that person all that he could. And that only meant that he was to report it to the police department because he has a means of doing so which he acknowledged that he did not do. I think this is our obligation. We are supposed to report any incident that endangers the lives of either our passengers or the employees.

REPRESENTATIVE BARNES

But, the clear instructions are, and I know that you do have training

sessions and re-training and what....The clear instructions are that the point of departure for the operating personnel is the reporting of incidents, but not to the effect, intercede, as some people would want to do or think that they should do. Intercede in the various kinds of incidents, some being serious that may occur on the transportation system. Their responsibility ends at the point of reporting to the higher authorities or to the CTA or to the police department or whatever happens to be and they have carried out their responsibility at that point.

MR. COLEMAN

I would like to not say the responsibility ends there but, certainly, that's what he's suppose to do. He is not or she is not suppose to become physically involved with the culprit.

REPRESENTATIVE BARNES

I see.

MR. COLEMAN

Now, after the reporting is done and the police department decides that the bus operator or train motorman should sign a complaint, he is directed to sign a complaint. He should do so and also he should appear as a witness to carry on his responsibility to protect his passengers.

REPRESENTATIVE BARNES

Are there any additional questions? Representative Skinner. Thank you, Mr. Coleman.

REPRESENTATIVE SKINNER

I would like to know how the proposed transit aides are going to help anybody?

MR. COLEMAN

Well, the transit aides don't come under my jurisdiction, but I'd like

to think that anyone, let me tell you some of the things that....

REPRESENTATIVE BARNES

Mr. Coleman, may I interrupt there for just a minute. Where do they come from? I've had that question raised, and maybe you can, or Mr. Geissenheimer can, clarify that for me. Who's jurisdiction will these new transit aides come under? Will they come under CTA, or the police department aides come under? Will they come under CTA, or the police department or where?

MR. COLEMAN

Chicago Police Department.

REPRESENTATIVE BARNES

The police Department. Okay. Then that's a question had been raised, not in Committee, but to me directly and I really wasn't sure where those police aides came. But you could go ahead with your question. I just wanted to know where the responsibility....

REPRESENTATIVE SKINNER

What good do you think they're going to do?

MR. COLEMAN

Well, first of all, they will be riding I believe in pairs on both the trains and the buses, and they will have 2-way radio communication directly with the Chicago Police Department. Which means that if they observe something, they can radio directly to the police department. There is a squad car within every square mile, I believe of any place you name, in Chicago, so the help comes quicker. They see it.

REPRESENTATIVE SKINNER

Well, it looked to me like the help would come pretty quick through the CTA switch board from the demonstration we got last week.

MR. COLEMAN

It does come quickly, but we're adding 2 more bodies and 4 more eyes

to see more than surely the bus driver can see when he's required to look straight ahead.

REPRESENTATIVE BARNES

Any further questions? Well, thank you very much Mr. Coleman, Mr. Geissenheimer. You stated that you would be available, when we would like to do, what I would like to do is continue straight through for the information of you and the audience. We have, I believe about 4 more witnesses in all, and we should be finished within the next hour or so, but you will be available for any additional questions that are raised. Thank you, thank you Vic, I appreciate it.

Next, we.... I would like to call on Mr. Earl Johnson, officer for the Chicago Police Department. Would you come forth at this time sir? I saw no rank or title here, so introduce yourself for the record, let us know who you are and go right into your presentation sir.

MR. JOHNSON

Thank you Mr. Chairman. My name is Earl Johnson. I identified myself as a "Police Officer." I'm the Chief of the Patrol Division as far as the title goes with the Department.

REPRESENTATIVE BARNES

Yes, and would you introduce the gentleman with you and after we can have a witness slip from you, simply for our record.

MR. JOHNSON

This is Captain John Eagan of the Mass Transit Unit of the Chicago Police Department.

REPRESENTATIVE BARNES

Go right ahead, sir.

MR. JOHNSON

Mr. Chairman, members of the Committee. The Chicago Police Department

wishes to express it's gratitude in being invited to these hearings. As I have earlier done, I've introduced myself as the Chief of the Patrol Division. I wish to extend the apologies of the Superintendent of Police who was unable to appear before you on this date. I've been assigned by the Superintendent of Police to represent him and extend to you the thoughts of the Chicago Police Department regarding the security of the public transportation system, the CTA.

The police department's role is to prevent all crime from occurring and if possible, to arrest the perpetrator of the crime if it was not prevented, and to make follow-up investigations of incidents that are not immediately cleared by arrest. So, there may be an analysis at the salient points of each crime and an attempt to identify the perprtrators for the later arrest. The role of our offices is to protect our citizens at all times. This means the buses, elevated riders as they leave the safety of their home going to the bus stop or to the elevated platform. To protect them and the operators and employees of the public transportation system, while they're being transportated from point "a" to point "b" within our city. Further, to apply visible prevention couverage through the omnipresent effect of our uniformed police officers plus civilian dress officers where crime trends indicate.

The responsibility for reducing, controlling, and deterring serious crime throughout the CTA system within this city rest with the Chicago Police Department's District Commanders who are under my direct control. It is supported by the mass transit unit which has approximately 260 men. The patrol division is able to field, on any given day, approximately 3,500 police officers who devote a portion of their day to the CTA protection of CTA passengers and employees by periodically boarding the buses, conducting inspections, other times maintaining the buses under surveillance

methods while moving patrol. Patrol division personnel also inspect the rapid transit stations. This includes the stairwell, agents' booths, platforms, washrooms. These officers will challenge suspicious persons loitering in and around these facilities.

We have police officers in uniform and undercover also assigned to ride CTA vehicles in an effort to further guarantee the safety of passengers and employees. Many of our officers travel to and from work who use the CTA as their means of transportation, and this gives us free additional coverage. A recent example of this was a heroic attempt of one of our officers to stop a robbery on the elevated train on the Congress Street line, in which he was successful in preventing the robbery, at great personal sacrifice to himself. He was wounded twice. We feel Chicago, like some other cities has not been forced to discontinue public transportation during night-time hours -- we continue to operate on a 24 hour basis.

Some of the steps that we have taken in cooperation with CTA management is that we have a direct line from their communication room, which I understand sir, that you've seen and if you'd care to see the other end of it as to where it's received and how the assignment are made, I offer this Committee an invitation to tour our communications center and any part of the Police Department that is not restricted. In the event of any emergency, the radio equipped CTA police receive their communication and it's relayed to us and we're able to send a car to make a direct contact. Generally, this happens within minutes. There are occasions where buses are missed because we can't locate them. We work on them on an individual basis.

During the period of 5 January thru 16 August of this year, there were 114,000 serious crimes committed in the City of Chicago. Of this

number, 1,298 crimes occurred on CTA facilities. This amounts to approximately 1.1% of the total serious crime in our city. During this same period, 412 million passengers used the system. This gives us a ratio of approximately 1 out of every 300,000 riders experience serious crime.

Programs that we have taken to work with the CTA, RTA, and the corresponding police jurisdictions is that on the 9th of June, 1978, our Superintendent of Police invited police representatives from all of the suburban areas or areas where the RTA or CTA would go through so that we could have a meeting to discuss and coordinate our plans to combat whatever occurs where there's a slight crossing of city lines. We've encouraged the participation of all people from the CTA and RTA to help us in doing our job. The Superintendent of Police has conferred with the Office of State's Attorney to indicate to him we'd like to have him do his job so that if an employee or a passenger is injured, is battered on CTA property, that the felony charge be introduced and not a misdemeanor.

The news media was encouraged to bring to the public's attention our Department's effort to prevent criminal activities within the CTA transit system. They were requested to make known the positive side of our law enforcement efforts to combat crime; to make the public aware of the actual safety enjoyed by customers of the CTA. This really is in contrast to the perception of crime of many of our citizens. I've read and heard of a large amount of crime on TV, pardon me, crime on the CTA and generally this is on the front page of our newspaper or on prime-time TV. And when attempting to document many of these cases as far as the crime trend is concerned, the extremely large crime trend, we're unable to do so. At other times I've attended meetings with CTA management and Union officials representing the bus drivers and elevated employees who again put forth

statements that I find difficult sometimes to find this tremendous amount of crime they keep referring to. I assumed command of the patrol division of this Police Department in April of this year, and I've attended periodic meetings with both the company officials and union officials. I've attempted through these meetings to receive documentation of the shortcomings of my police officers and of the service from the Chicago Police Department. To this date, I have received two letters in which there is an allegation that the police officers did not do their job properly. These allegations will be investigated, and if in any it appears that our police officers did not perform at the desired professional level, I will discipline them.

The Chicago Police Department while attending these aforementioned meetings put forth positive programs to indicate that we are trying to increase our efficiency in combatting not only crime that is reported but the ever present feeling of crime. Some of the positive programs that we have put in effect and are still continuing is the utilization of a Patrol Division, which is 8,000 strong, in making these unannounced bus inspections, bus stop inspections, bus turn around inspections, elevated platform inspections, etc. Our rapid transit system is where we have our mass transit officers, approximately 260 of them, commanded by Captain Eagan on my left. He has Sargeants and Lieutenants whose sole mission is to ride and to protect the operating personnel and the public who use those facilities on a 24-hour, 7-day-a-week basis. It is composed primarily of visible uniformed patrol supplemented by plainclothes, tactical men when crime statistics indicate where they would be useful.... I thought I'd wait, Mr. Chairman.

REPERESNTATIVE BARNES

Forgive me, this is one of the many hats I wear. This is Representative Sam McGrew, from out in Western Illinois and we're talking about

some appropriation matters. Forgive me.

MR. JOHNSON

Thank you sir. The primary responsibility for fighting crime on our surface bus system is with my patrol division. The beats within our city that are continually traversed, and in which the CTA buses are all on their beats and we're on the CTA bus lines so that we're able to make continual contact with them. On any given day, on our 3rd watch we have 555 beat cars, on their heaviest shift to make daily inspections of CTA buses. The beat officer is instructed to make contact with the bus driver, to have conversation with him to find out if there are problems on the bus. My desire is to have the officers get on the bus; some of them may be at the site of the bus and talk to the driver thru the window. We are constantly trying to improve that.

Each district within our city, 23 at the present time, has a tactical unit. This tactical unit is composed of 24 police officers, a Lieutenant, and 3 Sergeants, who can be put in plainclothes and put on the CTA buses at periodic times when they feel that there's going to be in-put, and they do this by using their own money and then they are reimbursed through a contingency fund.

New programs that involve the CTA which have been initiated since the appointment of James O'Grady, the Superintendent of Police are as follows: As I mentioned earlier, attending these meetings with the CTA officials, we have asked them to assist us in identifying what they feel are the most hazardous routes for their bus drivers. When they identify these hazardous routes, I ended up taking undercover police officers and I had them ride over 250 buses on these routes so designated by the CTA union and company officials. I had these men there with undercover type dress with hidden radios and they were instructed to only take action

immediately where the bus driver or passengers were in danger. Other than that, they were to call for the tail car which was behind them to come on board at the next stop, haul off the arrestee if the bus driver did nothing. I wanted him to record what was the bus driver's action, what was the citizen's action, and then eventually, we took the police action. Had there been a crime in which there would be any immediate danger to any of the people present on the bus, the undercover people were instructed to surface and make the arrest. I have some tabulations on this study. I'd like to give it at the end of my talk.

Another program we started out to deal with the rapid transit crime is riding of the "K-9" on the late hour rides. We put the "K-9" units on the "L" trains and subway trains between the hours of 8 p.m. and 6 a.m. in the morning. We had mixed feelings from the people; some liked it, some did not like it. And the operators' big concern was will the dog get sick, and if so who cleans the mess. So we told them, we'll end up taking care of that.

REPRESENTATIVE BARNES

That is a problem?

MR. JOHNSON

Yea, I'm sure it is. Another program currently underway is referred to as special employment program in which off-duty police officers are hired to ride selected bus routes for an entire tour of duty. By analyzing comments from bus drivers' input, from the community groups, and information supplied by the CTA, certain bus routes were selected for this program. In this program, as many as 40 officers, nightly, ride 11 different bus lines; they board and ride approximately 700 different buses per evening.

At the direction of the Superintendent of Police, we are presently

patrolling at the cashier booths of 77 rapid transit stations, that would be Monday thru Friday. And then there's a Saturday and Sunday program that goes into effect. We have our District Commanders that are alert to individual problems within their districts.

You asked earlier about the 92 transit aides, so I will add that at this paragraph and be open for questions at the end. We are currently involved in the training and putting on the street 92 transit aides out of the 100 which we attempted to obtain, who shall be radio equipped to make immediated contact with the Chicago Police Department communication system, if there is a need for the emergency service to passengers, or employees, or persons who become ill, or to call for police service depending upon the particular type of case. These individuals are still in training at this point.

We started a pilot program entitled "Operation Bus Check" that has been instituted. This is administered by a Lieutenant under Captain John Eagan. What we've done is take entire routes, and we will end up, say, at a street like Ashland, and at any given time we will board every bus on Ashland within that same framework of within five minutes. Then we'll end up...and this is by radio control from our communications center, say five minutes later, ten minutes later, we'll hit every bus on Madison Street. Maybe a half hour later, we'll hit every bus on Roosevelt Road. And this system, at the present time, is anywhere from 70% effective to 100% effective depending upon the bus being at the time check point which is the method we use.

One of our goals, which I feel we are achieving, is that every bus within the City of Chicago, in the early morning hours, shall be boarded repeatedly at the same time. We're going to mix up the time checks so

that nobody can get accustomed to it, but I'm hoping to start somewhere about 4 in the morning, 3 in the morning and hit every bus in the City of Chicago, all at once. We'll end up getting an impact feeling.

Captain Eagan has been instructed by myself to set up now working crime pin maps in his office dealing with bus problems and anything related to bus or elevated problems. It will not eliminate the woman whose standing there at a bus stop whose dragged into the bushes; it is not being bus or elevated related. It seems that if it turns out that a lady, whether she's leaving a bus and being followed by another bus passenger, I look at this as where the CTA is something that should be tabulated for crime analysis efforts.

We've set up a system where if the State's Attorney refuses to place a felony charge, my men have been instructed to call the Assistant Deputy Superintendant in charge. He is going to the scene, and if in his opinion it is a felony, he shall override the State's Attorney and the felony charge shall be placed.

I put out directives from my office in which I've now put into detail what I would like to have done on bus inspections. I'm going to have to follow through on that to be sure my men are doing it my way.

We are all concerned with the total safety of the ridership and employees of the CTA plus all of the citizens of our city, and we are desirous of being totally crime free. However, our history has indicated that crime is always present in any urbanized society, and that to make our society a safe place in which to raise our families, it is necessary that we unite and band together so the efforts are joined in common battle. Your police department is merely one arm of this battle. An alert citizenry is necessary. Some of the variables which we must recognize in effecting

the desired picture are that we have 13,000 police officers. We wish they would all perform their job admirably, but we are not that foolish to believe that each and every police officer shall. Those that can be identified that are not doing their job, I'll take every step to remove them from our system. Again, talking about the CTA, I would also be desirous that all CTA employees, likewise do their job. Again, I say, I'm sure there's some that will not.

As a police officer I hope that our citizenry would be more self-disciplined and eliminate the need for police restraining activities, yet, as a realist, I'm aware that that is never going to come. I have repeatedly requested from all sources any documentation in which I can show that my peace officers are not living up to their professionalism. I told them that after any documented allegation, I shall make an investigation and I shall take proper disciplinary action where I see it.

Dealing with our type of a system, whereas the CTA has their buses radio-equipped, where they have it with an alarm, I cannot make a CTA employee call the police when he has a criminal act taking place on his bus. I cannot make him call his office to call us is how I should make that statement. There are personalities that sometimes become involved, which are handled on an individual basis. Some of the CTA people have not gotten on the bus and talked to them. My police officers have indicated that on occasions bus drivers will not talk with them or give them contact cards. This is not a large percentage; this is a minority, and that's why I say we handle it on an individual basis through Mr. Geissenheimer and through myself. If it's my man I make an investigation. If it's his personnel, I expect him to make one.

In talking about my role as a police officer, there are many times I find I have to go a little bit astray here. I did not attend your first

meeting because I was not invited to attend. A man who did attend here and gave statement, I wish to at this time continue on since he has described part of my responsibility. There was a Mr. O'Mahony who is a Union official of the bus drivers. He stated when he was in front of you that he was a "bitter man," and he describes, this is one of the statements from his, this is exact wording: "I've seen very good police 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." What are Mr. O'Mahony's qualifications which enable him to classify police work as sloppy and inept? Is he a recognized or accredited expert in any area of police procedures? Does he have any facts or documented data to support his reckless statements that he gave before your Committee? If he has, I would suggest that he give them to your Committee. The answer he gave me is "no". Does he have any facts to support his statement that the Chicago Police Department is largely responsible for the bad situation today? Again, the answer is "no". I must reflect that bitterness is a poor substitute for documented facts.

I've attended their meetings, and I've solicited, objectively, the shortcomings of my people. I've started directing my Supervisors to interview bus operators at the end of their runs to find out what are their problems. I take the results of this and try to determine where my shortcomings are. I've found that most of the operators at the end of the bus terminals are very easy to talk to; they're very interested in having police on the lines, and most of the comments from them were constructively good.

One comment by this same person who testified about "fancy investigative work is mainly useless". I'm afraid that he has ignored the entire area of modern evidence gathering techniques, computer analysis of crime

statistics that are used for crime fighting by the metropolitan police department.

I have stated earlier that plainclothes patrol is used when there is a method to use them properly. Plainclothes police officers, which was suggested by Mr. O'Mahoney as the main way to combat crime, we've found is not effective. The 1974 Rand Report reflects the effectiveness of uniformed patrolmen in the prevention of transit crimes. The mission of the Chicago Police Department is to prevent crime whenever possible through the use of, we'll call it, very visible and aggressive patrol techniques of uniformed officers. If I can end up preventing one robbery, one purse snatching or rape, then our mission will have been accomplished. Capturing an offender after the perpetration of the offense is important also and not to be played down. But I would rather prevent the emotional and sometimes physical trauma associated with being the victim of a crime, rather than to sit back and say well as soon as that is over, I shall go out and make the arrest. I find it hard to consider letting a female to think she's going to be raped by an offender prior to arresting him. To allow a CTA ticket collector to be put in fear of her life by a robber prior to taking police action...

...(change tape) with more positive points which document faith in a system that is safe to riders and increase in ridership. For this year, thru August, ridership is up 4.4% over the same period of time in 1977. This amounts to an increase of 18.5 million riders on the CTA buses, pardon me, on the system. CTA bus ridership is up 3.9%. Ridership on the Rapid Transit System is up 6.8%. This indicates an increase in revenue of approximately \$3.9 million. It is difficult for me to imagine that a transportation system is dangerous to our public with such increases in ridership.

In closing, other than the statistical part, I would like to say that we believe that the programs briefly outlined show that the Chicago Police Department has not taken lightly either the actual crime or the perception of crime as it involves the Chicago Transit system. The mission of this Department is on our side of our squad cars, and it should be in the hearts of all policemen: "We Serve and Protect". And that's where we end up standing from our position as police officers.

I brought along a display, 3 pages, that can be very easy to read, may I use one of these display? Mr. Chairman, this is a graph used by the Superintendent of Police, with the exception of the additions that I have over there on 1978. This was used at the City Council hearing on public transportation and it indicates the rapid transit system, the Chicago, and CTA police full time passenger protection totals. From 1947, that I believe was the start of the police involvement, the CTA police involvement, and it shows how it increased up to 1966 when there were 104 officers. Those 104 officers operated, I believe, on a seven day period, 24-hours-a-day, indicating that the number would be like all police numbers, it would be less. 1971 is when there was a great deal of emphasis placed on the CTA system in which we had the CTA police and the start of the mass transit unit to give an overall total of 290 people. The 1978 total, I've added the transportation aides over on the right, and I've likewise added the secondary employment, in which I'm using full-fledged police officers riding the buses, to give us that illustration of an all-time high. Pardon me, Sir, are there any questions on it before I go to the next sheet?

REPRESENTATIVE BARNES

Just one question. On the protection for 1978 on the special....

MR. JOHNSON

Special Employment, Sir?

REPRESENTATIVE BARNES

It's so small from here I can't see. Special Employment, 40 police officers. Now, could you expand on that for just a wee bit. What kind of surveillance? What kind of work?

MR. JOHNSON

These are 40 uniform officers that will ride individual buses in the high crime areas of our city. The bus routes have been designated, again, by the union officials and the CTA management, and then we put our officers on the bus and he rides the bus from one end to the other. There is one time, one place, where they get off sometimes rather than follow the bus into the Loop, where there's virtually no crime. We have the men get off the bus, cross the street, and get the other bus going the other direction. I'm going to leave that display up there. I just wanted to continue through.

REPRESENTATIVE BARNES

Go right ahead.

MR. JOHNSON

This is the figure that I just gave you before to indicate our total crime in the city. This is a "crime pie." It indicates that what we're talking about, saying there is crime in our society. There's no sense trying to say there isn't. That CTA crime, or anything closely related with the CTA crime,...where I'm able to bring it out to the commuter, is I come up with 1.1% of the total crime is actually related directly to the CTA. I hate to go into, like, throwing stones at another police department or another city, because that's not my objective. But I sometimes have a base of measurement, so I've used New York vs. Chicago,

because they have the same urbanized problems we do. We find that in New York, for this would be the year 1977, January thru December, that they had 610,000, approximately 610,000 crimes. Of that total 12,661 were transit crimes giving them 2% of their total crime picture as related to transit crime. In ours, we have 203,000 crimes, and we have 2,177, total crimes which for the year, and that comes to approximately 1% of the total crime picture.

The number of riders per each index crime is...in New York...we use for 135,000 riders, one of them will be the victim of a crime. In Chicago for every 306,000, riders one will be a crime victim.

The report which I have so far this year...I have for the first 8 periods, and we use the 13 period measurement system for the first 8 periods of 1977 vs. 1978. In '77 we had 730 index crimes on the CTA. In 1978 we had 663 indicating a decrease of 9.1% over the base figure for 1977.

I mentioned earlier a undercover assignment in which I used plain-clothes police officers to find out what is occurring on these particular bus routes, and I wanted to find out what type of incidents were occurring and what was really, basically, bothering the drivers of these buses. And this is a breakdown of 453 rides in high crime routes that were selected, I said earlier, by the union and company officials. Out of the 453 rides, which the team sat there unobserved in civilian dress, 375 of them were violation-free rides. In other words, 83% of all rides they viewed, there were no problems on the bus; 17%, or 78 buses, there were some problems, and I broke those down, and the actual crime breakdown would be: we had one possession of a knife, two narcotics violations, 3 batteries. The number of quasi-criminal violations were 54 people smoking, 51 people drinking, 2 people loud radio, and 13 other disorderly

acts. Indicating that 94.5% of all things viewed by my people were of a minor nature. In observing the bus drivers we found that of the violations alone we're talking about, where there was something...we made sure that he was in a position to see or hear what our police officers saw; 85% of the cases we found that the bus driver took no action. In other words, he did not follow the rules of the CTA to get on the phone, to get the police over there to remove this culprit who would be there.

You had up here before, testifying, Mr. Vic Coleman. These figures I'm giving came from him for this Committee. These are what we call CTA "vehicle inspection tabs." These are those that are given to a police officer by a bus driver. The bus driver then turns these tabs in with his worksheet at the end of the day, and eventually they end up at Mr. Coleman's office. From January, from August of '77 pardon me, from January to August of 1978, we ended up with 246, 556 bus checks that were made by police officers getting on the buses. I don't have the total for the same period of '77,...pardon me, I do. This is an increase at the present time of over 75% over last year, and for the same period of time. They were hoping to improve on that.

At different union meetings when I bring this up as a positive point, I would hear, well, these bus drivers are told by the policeman, "give me 5,6,10." They go into the bus stations or terminals and say, "give me a whole box full of these checks." I've asked for documentation on anywhere that this is happening, because it is effecting the bus drivers safety if he does this. To this date, I have not received one complaint,... documented complaint from any source, that our police officers are picking up these cards in large numbers. I'm aware that there are union people in the audience here today, and management people, and I reiterate my desire to find out. Show me the police officer, tell me his name

since you have him on the bus. You know which man is getting this handful. If he's getting them, show me that man and give me his number, and I will make an investigation and we can stop it.

That, gentlemen, concludes my rough draft notes, which I had here, which I skimmed through. I'm ready for questioning.

REPRESENTATIVE BARNES

Are there any questions? Representative Skinner?

REPRESENTATIVE SKINNER

Do you think the fear for personal safety on the CTA is primarily one of passenger perception, or is it real?

MR. JOHNSON

The perception of crime is false. But it is something that is constantly used through, call it, different news media. When you end up seeing, use the headlines of the Sun-times or any other newspaper... Tribune, whatever paper, if you see anything in large print about CTA crime, many times people do not read the entire story, and they make an impression from that. At the same time, this is a reamplified fear that goes from person to person. It's very difficult to combat that. As far as recorded crime, we are giving you what we have now recorded. These are the best figures we have available; they came directly from the computer.

REPRESENTATIVE SKINNER

What is the total cost, annual cost, of the transit aides?

MR. JOHNSON

I'll take a rough guess, sir. It's \$12,000 per employee, and we have 92 employees....

REPRESENTATIVE SKINNER

\$12 million?

MR. JOHNSON

A little over a million.

REPRESENTATIVE SKINNER

\$1.2 million. How many extra policemen would that hire?

MR. JOHNSON

The average wage for police officers would be somewhere around, I believe, we average about \$14,000 or \$14,500. They earn on an average of \$6,000 less than a bus driver.

REPRESENTATIVE SKINNER

No. Are you talking about a police officer earning less?

MR. JOHNSON

Yes.

REPRESENTATIVE SKINNER

We're talking about the starting wage. What's the average?

MR. JOHNSON

We average around \$14,500.

REPRESENTATIVE SKINNER

And they start where?

MR. JOHNSON

Are you talking about patrolmen, Sir?

REPRESENTATIVE SKINNER

Yes.

MR. JOHNSON

About \$14,500 is the start, and they get pay raises every 6 months for the first year, and then they go into a yearly thing up to five years, and then they become full-fledged, which would be somewhere around \$16,000, 16 maybe even \$17,000, \$16,800, I believe it is.

REPRESENTATIVE SKINNER

Well, that's certainly a commentary on what we value in our society. Do you think that an additional 75 policemen in Captain Eagan's division would be more valuable than 97, or 96, or whatever it is, transit aides?

MR. JOHNSON

At the present time, I would be unable to answer that. As the Chief of Patrol, if you offered me 75 policemen, or 750, I would automatically, always, say yes. But since we have a pilot program going with these transit aides, I would like time to see if it's going to work out. As of now, these transit aides are still in training and they are not at a point where we can evaluate them on their own.

REPRESENTATIVE SKINNER

How are the transit aides being paid? Is this thru CETA money?

MR. JOHNSON

No sir. This is, I believe, HUD; we're getting money from federally funded HUD.

REPRESENTATIVE BARNES

Pardon me; just a moment. Wouldn't that be, probably, and I'm just guessing, I think there are so many names for funding, but that could probably come under CD, Community Development funds, which is a specialThe point that I'm making is that the money that you have for the transit aides is a special funding, separate, different, and distinct from the funds that would be used normally for operating personnel.

REPRESENTATIVE SKINNER

Well, I can't help but relate to what I see in Springfield where they have put, what do they call those things? Traffic directors? or traffic wardens? on streets where for at least a decade, stop lights have been enough. I wonder if this is, well I wonder if the money

couldn't be spent better. What effect do you think it would have on the public's perception of safety on the CTA to have television cameras on each of the platforms?

MR. JOHNSON

Well, we have them in our lock-ups, and we've found that it increases our efficiency in watching prisoners, male, and both female, and of course we have female police officers that scan the females. And it's one where it does,...we feel more comfortable in the protection of our prisoners and they have it as a security means used in many of our individual companies. I have no idea how it's going to work out, but I'm interested in any new idea. I'm interested in anything that would help the police department, say, lower that 1.1%. If I could come back here in ten years and say it's now .1%, I'd feel very good on my way out of the police department.

REPRESENTATIVE SKINNER

Well, what I'm driving at is if perception is the problem, perhaps we don't need 9 cameras on every platform. Perhaps all you need is something that's in a local "711" store, something that takes a picture every x number of seconds. I wonder if you have considered that possibility?

MR. JOHNSON

I haven't had a chance, sir, to review that. I've been the Chief of Patrol since April of this year, and I certainly, after listening to Mr.was that Sudlone?

REPRESENTATIVE BARNES

Suloway.

MR. JOHNSON

I'm going to try to find out exactly what that program is and how far we are advanced in it.

REPRESENTATIVE SKINNER

Alright. You said your position on a separate police force for either the CTA or the RTA is that...is the Department position one of neutrality? Do you think a separate force is needed?

MR. JOHNSON

Basically, no. I'm one of those people who has enough years on the job, and worked as a detective in robbery, and then I was the Robbery Section Commander, which had a great deal to do with the original CTA police department and I'm sure that these people, their hearts were in the right place, but it turns out, every week they came to us saying we need more help, we don't have the manpower. So, we had the responsibility then, and if I said you should end up with the police department there, and sometimes or maybe you get some ambitious people who appeared before your Committee who wants to be their Chief,...I have no objections to it; they will still have to come to us. They will still have to use the Chicago Police Department because they cannot cut out that part of the city where you're on the public way and say this is ours, that's yours. As long as their on the streets of Chicago, they're going to be under the responsibility of the Chicago Police Department. Even if they have a different police department.

REPRESENTATIVE SKINNER

Do you have a chart that indicates the...something comparable to the chart you showed on the manpower being directed at the CTA, for New York City?

MR. JOHNSON

No, sir. I said that I didn't want to shoot any shots at another city because it's not proper. But due to the short notice, I was informed Friday that I was to appear before you today, and I'm sure that our notice was more timely, but that's the time it got to me.

REPRESENTATIVE SKINNER

Do you think it would be possible to develop one? I mean, what impresses me about what you're doing is that New York City does have a transit police force and it is less effective apparently than what is happening in Chicago. I mean, you've explained some fairly impressive things. I mean, if you increase your checks on the bus 75%, for that not to be having an effect someone would have to be walking off with bushel baskets full of checks each time they walked on the bus, and I think that part of that has to be real. I mean, it can't all be fraud, especially if nobody can come forward with an officer's name.

MR. JOHNSON

I appreciate your point of view, sir, because I have asked for this, and I have gotten excuses from some people who represent, who call it the union, namely Mr. O'Mahony, who says he's fearful that my men are going to give the bus driver a ticket if he doesn't give a handful of these other tickets, and I'm sure he's well aware that any time a CTA bus driver gets a ticket, a summons, a traffic summons, he's represented by council in court, and I'm sure that this is not happening, but it's one of the things that I've been fighting.

REPRESENTATIVE SKINNER

Bob, can we find out through their assistance, find out comparable figures for the New York City transit related crime?

REPRESENTATIVE BARNES

We have them.

REPRESENTATIVE SKINNER

We have them?

REPRESENTATIVE BARNES

We have them just waiting for you.

REPRESENTATIVE SKINNER

Personnel?

REPRESENTATIVE BARNES

We have some. We were going to, Cal, get into that; we have some in the booklet. One of the problems that I see here, and I was going to get into that with Chief Johnson after....

REPRESENTATIVE SKINNER

Go ahead.

REPRESENTATIVE BARNES

...are the definitions, because I have before me reports that we received from the Chicago Police Department and also a report that we received from New York, and one of our problems here is what you define as serious crimes, and I'm not sure that your definition of "serious crimes" is and the definition of the New York City Police Department is the same, as it relates to mass transit.

MR. JOHNSON

It should be, sir, because we're all under the Uniform Crime Reporting system with the Federal Government.

REPRESENTATIVE BARNES

Well, the reason I raised that question, and I would like to see a further extension of what we have here, is that the breakdown you have given us here and, what I heard in your presentation, is different from the categories and the breakdowns that we have from the New York Police Department. So, it's extremely hard to try to compare the two. For instance your breakdown under crime offenses go under homicide, rape, attempted rape,...and so forth and so on. Then you have Part 2; that's broken down into turnstile jumpings, guns, battery and so forth. Whereas in New York, they have things like purse snatching, bag opening, pick-

pockets, so forth and so on, which is not here. The same definitions aren't there, so you can't very well compare the two because we don't know what we're comparing. So, that's the point that I'm trying to get at. I'm not saying that the same things are not, essentially, in these two different reports; but, maybe the problem that we have as a Committee is that they're called different things, so...do you follow me?

MR. JOHNSON

I do, sir. And I believe that our report that you're quoting from is a hand count report submitted by the mass transit unit.

REPRESENTATIVE BARNES

That could be correct.

MR. JOHNSON

What we're dealing with here was that in coming before this committee, I was trying to get the crimes directly from the computer for the accuracy factor. Because whenever there is a hand count, there are always inaccuracies, and it turns out that the individual district police officers,...sometimes they have to mark extra copy to the CTA, and then if our mail system doesn't fail, Captain Eagan would get all the copies. I always prefer to use the computer total since it comes right from the computer and it's not hand counted.

REPRESENTATIVE BARNES

I would agree with you, I have no problem with that. I was just.... While you were giving your presentation, and I was talking to the Staff, especially after the figures came up on the graph, that's the reason I asked you about some of them...trying to compare them with some of the information that we have from other cities, we just couldn't do it because the categorical definitions didn't seem to be the same so, we....

MR. JOHNSON

We're going to steal something from New York in the near future. We're trying to introduce a Jostling Law.

REPRESENTATIVE BARNES

Yea? I wanted to ask you about that because that question has been raised, and I can see the benefits in it, and I can see the problems with it, and I was just wondering...and this extends from, I believe, a Committee hearing that was held here in the city on problems on the transit, ...transit problems. What is the, what is your thinking along that line, as it relates to a Jostling Law? Because, I know, based on my past experience at the CTA, one of the major problems that you have involving pickpockets, comes from those kinds of incidents, so could we have the benefit of your thinking on that.

MR. JOHNSON

The Jostling Law, if it's worded differently than New York's because New York introduced the Jostling Law, and then they removed it from their Statutes shortly thereafter because of the wording, I'm hoping that our wording, when it comes out, will be different. Because, generally, with the pickpockets chains, they work 2 and 3 as a group. The one that does the jostling may lift the wallet and hand it immediately to another party, and they hand it to a third party. So, at least we will now have the ability to charge him with jostling whether we have the evidence of the pickpocket or not. We'll be able to place a charge against this person and show that at least these Jostlings, and after the guilty finding, show his past record for we'll call it this type of pickpocketing, and then we're hoping the Judge will have a sympathetic approach for the ridership of the CTA and send them to jail, because I feel as though that's where they should go.

REPRESENTATIVE BARNES

Well, the example that you sighted is almost exactly the operation as I remember it. I've been away from mass transit now for 8 years, but I used to work 47th Street quite a bit, and they've got some "pulls" out there and that's just about the way they did it, usually 3 of them, and that's just about the way they did it. It was either at the front door or at the back door, when the person was getting off, and I was just wondering, you know, would that be an additional tool that would be helpful? Of the team, the 1,2,3, men of the team, we'd now be able to place charges against the number one man and hope for convictions. For right now, we grab the number one man, and we have the victim, but we don't have the complete circle of crime and we cannot take it to court that was.

And would it be a problem now, and I'm just asking this as a lay person, would it be a problem now if you would get that number one person, and which in fact the number 3 person is the person that has the purse or whatever, and when you go to court, the number one person that you arrested did not have the purse or whatever that was taken. I was hoping under the new Jostling Law, that we would be able to stand on our merits of jostling itself, and then use that pressure to maybe chase them out of Chicago, because we're not going to change their method of operations so easily. They end up,...by the time they pick that person's wallet, or rather their purse, there's an argument that ensues. All the attention is on that person while the other one or two people are either getting off the bus or throwing it out the window to another party outside. They've got it refined very well. But if, right now, where I can't place charges against the number one person, I would rather have this Jostling Law and say, well, alright, I can't get

through for the felony, I will go for the misdemeanor, for the felony, I will go for the misdemeanor, but at least I'm going to show you we have some teeth. Right now, if we don't get the whole picture....

MR. JOHNSON

Right now, if you don't get the whole picture, you're just out of the ball game. You must have the whole picture.

REPRESENTATIVE BARNES

I see. Another statement that I wanted clarified, and I've just written a note here,....You said of the incidents that were reported in the survey that you took, at one point that some 85% was not reported by the CTA personnel. Is that accurate?

MR. JOHNSON

Yes, sir.

REPRESENTATIVE BARNES

I don't mean whether or not what you said was accurate, but was it accurate what I noted.

MR. JOHNSON

It's accurate according to what my people have informed me of what they observed.

REPRESENTATIVE BARNES

No problem, I just wanted to make sure that I had noted it accurately, because I think that, if that is the case, that is something that needs to be raised with the CTA as it relates to their training.

MR. JOHNSON

I have spoken with Mr. Geissenheimer and asked him for his assistance. I've talked with both the union officials, the president, Mr. Witherspoon, in which I've asked him....You see, I look at it as we're fighting the thought of fear, that we need the bus driver if he sees something happen,

...I don't want him to get up and take on these people. I don't want him to get hurt. But, I'd like to have them call the police so we can get there and take the person off the bus.

We talk about plainclothes officers on assignment. That will not lower,...we'll call it this fear, this is the thing I'm fighting, this fear. Plainclothes officers, you could fill the platform with them. Nobody is going to know they're there, you know.

REPRESENTATIVE BARNES

I agree with you. I agree with your point of view. And that point of view Mr. Suloway put forth also, because security and safety is what the public perceives, and you can't perceive that you're safe with a bus load of people that dress just like you, because you don't know if they're either a patron or whether or not they are policemen. So, in that sense, I think the deterrent of a uniformed policeman is far greater than plainclothes,...and those kinds of incidents, and especially as it relates back to the graph, the chart that you showed us, that 1.1%, basically, of all of the crimes that have happened in this past year were mass transit related. That's very small on the face of it. But, the people perceive that it is much greater, and to reduce that perception, I think uniformed patrolmen would be of a far greater value.

Let me ask you this final question, and then we can go on to some additional things. I guess this might go to Captain Eagan more so than yourself. In the mass transit unit that you have experience in now, in your opinion, would it either be an additional help or hindrance, ...we've had suggested to our Committee by representatives of certain groups, that they feel that it would enhance their feeling of safety

on the transportation system if there were uniformed, because they have stated uniformed, uniformed security forces of the mass transit system. I believe one of the Senators from years ago, maybe four or five years ago, proposed a 500 man force which is similar to what they have,...as a matter of fact, it's 1/5, I have a letter here from New York, it's 1/5 of what they have in New York. Would that be, in your opinion, if something along those lines were developed? Do you feel that that would either be,...would enhance your operation? Would it be helpful, or just what is your opinion on that? Would it either help or do nothing, or just what?

MR. JOHNSON

Well, I feel the additional bodies automatically help, and that's what we're trying to do now with the transit aides. We have 92 people out there in uniform, and this is what we're trying to project; that you're not alone.

REPRESENTATIVE BARNES

I see. I think that's the feeling that, especially, in the late hours....And, I'm very impressed about, Chief Johnson, about the example that you put forth where you plan to stop all of the vehicles at a given period of time for checks during the late hours, because, I think, and I don't have any facts to bear that out, and perhaps we should ask you, that many of your, most of your high incidents are during those late hours as compared to other hours. That's the question that was raised before. May I should have put that forth. Is that the case?

MR. JOHNSON

May I be allowed to use raw, undocumented figures?

MR. JOHNSON

Because, again, I would prefer to use the computer, but I didn't make a rough draft of it, and this is again part of what we're fighting is that we find that much of the crime is not in the early morning hours on our system.

REPRESENTATIVE BARNES

Well, one of the questions that was raised in the earlier meeting was when was it, and maybe you can shed some light on that?

MR. JOHNSON

During the time frame of 0200 hours, which would be 2 a.m., until noon, 12 p.m. very few criminal incidents occur; and this is, generally the opposite thought of what everybody else has. From 12 noon to 8 p.m. the greatest number of criminal incidents are reported. From 8 p.m. til 2 a.m. about 1/3 of the criminal incidents occur.

REPRESENTATIVE SKINNER

On the day of the week, what percentage would that be between noon and 8 p.m.? Well it doesn't have to be exact....just a....half of it.

MR. JOHNSON

I made a line graph, and I did not,....This is only for a period of time, but what we found was that on the busy days of the week, or the days with the most crime reported, was on Tuesday and Wednesday, where many of our common beliefs have been Friday and Saturday. Now, I know I did not have reported crime on the CTA or the elevated trains at the hour when everybody else thought we did. That was one of the reasons why I used the dogs on the elevated train as I knew that the newspaper would pick it up because they liked my horses, dogs, helicopters, and boats, and I felt that we would get enough coverage to try to remove this....

REPRESENTATIVE BARNES

I like the horses in the park, myself.

MR. JOHNSON

On your tour of our Department, Sir, I offer you the opportunity to visit them also.

REPRESENTATIVE BARNES

One question to follow that up, and then I'm going to request that of you, based on your best capability of doing so, could you have prepared for this Committee, the testimony and the graphs, and charts, and facts that you have given to us, so we can have it incorporated into our records, and so we can have it for our review for what we will be presenting to the General Assembly? Could you make that available for us?

MR. JOHNSON

Yes sir, I did scan over my notes so I'm going to have to redictate them.

REPRESENTATIVE BARNES

Well, no problem, I don't mean today. But if you could make it available to us, it would be extremely helpful.

MR. JOHNSON

Would it be too forward of me to, likewise, say, since we're all interested in fighting the same problem, to get a copy from your Committee of the New York data so I can see where we're at.

REPRESENTATIVE BARNES

Be happy to, be happy to. I'm not too sure that the New York data is that great.

MR. JOHNSON

Well, I like to learn from as many sources as I can, and New York

is a city like us, and I'd like to learn from them.

REPRESENTATIVE BARNES

Sure, absolutely. be happy to make sure that you have. Representa-
tive Skinner.

REPRESENTATIVE SKINNER

The one thing that the one study that you mentioned, which really
is the most startling thing I've heard today, is the study where you had
your plainclothes officers ride on the buses, and the contention, or at
least the report of the study, that in 85% of the situations the bus
driver did not call the police. Is this study in some type of a formal-
ized,...I mean could we have a copy of it.

MR. JOHNSON

This is a confidential police report. I would like to get clearance
from my superior. I will certainly recommend that it be made available,
because first off, I'm not shooting any shots at the bus drivers. What
I'm trying to do is also get through their mind about this feeling of
fear that we are not their enemy, that we are there to help them, and
if they would just work with us we can all do a good job.

REPRESENTATIVE BARNES

Well, I agree, I think that what we're saying, and the reason we're
asking for these various things, is so that we can put together a clear
picture, so that we can know,...because I agree with you. I think ulti-
mately everyone wants to make the system much safer, and I think we'd
do a much better job if we are all working together in a circle instead
of one going this way and one going the other way and saying that, well,
it's his fault or it's his fault, you know. That never solves any
problem, but when we're working together in a circle we can get the
solution much quicker. Let me ask,...are you finished Cal?

REPRESENTATIVE SKINNER

Well, I would like,...I'm wondering whether we might like to ask the Legislative Investigative Commission to replicate the study, because I know the union officials and the bus drivers sitting in the audience almost jumped out of their seat when they heard you say that. And I wonder, if we put our people, the Legislative Investigating Commission's people, on the buses in plainclothes then they could perhaps get at least a neutral or form a neutral....

REPRESENTATIVE BARNES

Let me suggest that when we get the information together in our Executive Session, we can take that under consideration. I don't have any particular problem with it.

MR. JOHNSON

We welcome that. I like you to ask very much because I'd be able to check the accuracy of my own men.

REPRESENTATIVE BARNES

Sure. Well, additionally, a couple of other questions and these relate to the transit aides, I guess, and that kind of thing, and I realize they haven't gone on line yet, okay, but what kind of procedure do you envision? There are only 92. I was at a meeting over the weekend and one of the first questions that came up was are we going to get some on Cottage Grove? I couldn't tell them. I have no idea. What kind of procedure....Has any consideration been given to how these people would be dispersed through the system and when?

MR. JOHNSON

At the present time, I'm using them under the most controlled circumstances. They are, right now, visible to all of the citizenry. They're on the elevated lines on the platforms, and they are being seen.

And we're trying to...We have them covered by undercover observers to see their reaction, or interaction, with people takes place.

We're going to try to see if our system is workable. Like, right now, we have only one shoulder patch on them. We're wondering whether a second shoulder patch,...because if they stand a certain way, their outfit looks a very pretty brown, with a tan shirt, but it doesn't say "transit aide." We're trying to get it to where they've got marks so they can't hide themselves, even if they wanted to. We're trying to work out all the flaws under the most controlled circumstances. Then we're going to have them ride the elevated trains. Once I'm convinced that they can handle themselves, that they can conduct their radio traffic with proper discipline, then I'm going to put them in pairs on the buses and use them there, back and forth. We'll have the major portion of them on the buses.

REPRESENTATIVE BARNES

Okay.

REPRESENTATIVE SKINNER

But, not many of them are going to be in the Loop, obviously, because there's not much crime in the loop.

MR. JOHNSON

No, but I don't have them in the Loop now, other than on the elevated platforms. In other words, in different areas, we've moved them on the platform to see their reaction. No doubt they will not be in the Loop. I've got the foot patrol in the Loop which is, well let's see, I guess it's about 50 additional police officers with block by block assignments. I don't really think I need them there.

REPRESENTATIVE SKINNER

So, they'll be out in the neighborhood?

MR. JOHNSON

Yes, Sir.

REPRESENTATIVE BARNES

One thing I can say to my colleague from McHenry County. So often, and I don't say this jokingly either, it's perceived that the Loop in Chicago is not a safe place. But, it is one of the safest places in the city of Chicago. There's very little crime actually taking place in the Loop in Chicago.

MR. JOHNSON

We're fighting the same thing in the Loop. We're fighting....

REPRESENTATIVE BARNES

I know that. So often people think that that's not the case, but I know it it. One additional question. Chief, when there are incidentsI have in my District, as a matter of fact I can walk to it because its maybe a mile, I don't know, give or take a little bit, from my house,....the Dan Ryan the end of the line out at 95th Street. Now, quite often it is perceived that there are problems around the Ryan. Especially, theft, auto theft, so forth. I think auto theft is about the biggest thing out there, and is that handled by the District out there? Just how does that relate to, perhaps, what we're talking about?

MR. JOHNSON

The district has the total responsibility for crime within it's sector, and that would be within this particular District, sector, and they would have that responsibility as far as the crime responsibility. The mass transit people can overlap, and when a crime pattern does develop, I then put in plainclothes officers to find the people who are doing it. That thing, the end of line there, is where a lot of people park their cars and come down to the Loop. Now the car thief can say, well, what's

on order today? And some other guy will say, well, I need a door from a 1974 Chevy; and he looks around for a 74 Chevy and whip, off goes the door.

REPRESENTATIVE BARNES

Yea, they ordered a pair of my fender skirts recently!

MR. JOHNSON

The Captain informed me that two men are at that station around-the-clock, through Mass Transit.

REPRESENTATIVE BARNES

I know, I've seen them. They are there, and they are extremely helpful. There was one additional question...but it escapes me right now. However, I appreciate you coming in today. Let me say for the record and, I believe I said it last time, we did not send a formal invitation to the Department for the first meeting. I take that responsibility; it was my fault. We did receive the correspondence that was sent through the RTA from the Department, but upon our request to Commander O'Grady for you to come and make us the beneficiaries of the information that you have, we received an immediate response. I would like for you to extend to Commander O'Grady my thanks, because he was very responsive to our request. We would like to have our staff to work with you on the information you have there which would be helpful to us in our deliberations later on. Again Commander, I'm going to make you a Commander anyway, I want to say that....I kept saying that to myself, but Chief and Captain Eagan, I really appreciate your coming out today. Thank you.

Next, we have and...Either or....Could both...or do you want to go individually? Mr. Will Spears and Mr. Clarence Knox. Do you wish to come up at this time together? Mr. Timothy O'Mahony. We will be

winding down within the next half hour to forty five minutes. Mr. Spears, Mr. Knox, would you introduce yourself for the record and let us know who you are and then go right into your presentation.

MR. SPEARS

Okay. I'm Wilbur C. Spears, President of Amalgamated Transit Union, Local 308.

MR. KNOX

My name is Clarence Knox, Vice-President of Local 308.

MR. SPEARS

First, my thanks to the Committee for inviting me here to testify. I'm President of Local 308 Amalgamated Transit Union; the union that represents 3,000 men and women who operate and maintain Chicago's rail rapid transit system. My public attention and concern for security and safety on the CTA focuses on the passengers, as, of course, it must, since the systems exist to serve them. We want the passengers to be secure and feel secure because this has a big effect on how our people ride the CTA. Our job security and our job opportunities are better when we have the support of increasing numbers of passengers. Furthermore, the transit employees spend 8 to 12 times greater exposure than the passengers to criminal acts occurring on the system.

I mention these points to emphasize just how great our interest is in all improvements of the system that would reduce crime and make life more secure on the entire system. It is important to think about the CTA as a system. Security of passengers and employees is a result of many characteristics of how the system operates. For example, long waits between buses or trains late at night leaves passengers more vulnerable to criminal attack. Late service also reduces the number of persons on the trains and in the stations, making conditions less safe

for the remainder.

Furthermore, the CTA is part of the total community system of transportation and security services. To close a CTA station, or cut out a transit trip, might eliminate a hazard on CTA property; but, at the same time it creates a worse hazard for the person forced to use less desirable alternative means of transportation. Both bus and rail rapid transit operations are part of the same public transportation system with these same passengers using both, and with many of them with the same security problems. Proposals to protect passengers must include both the bus and rail system.

The problems of security for passengers are more difficult on the rapid transit system than on the bus system because of the many stations. Many are in an exposed area and are often unattended altogether, or are in large part. Also rapid transit trains are larger, multi-car trains that do not have even one employee per car. And over most of the trackage, the trains are isolated from everything and everybody else.

We're thankful that rapid transit motormen and conductors have not so far been murdered on the job, or experienced the number of violent attacks that bus operators have. However, these rail operator employees do have dangerous security problems to deal with. Hazards faced daily by our station agents are unique, and the problems of rail passenger security are more complex than on the bus system. Stations and agents.... The Station agents are especially vulnerable. There are about 750 employees classified as ticket agents who make change, take in fares, sell transfers, patrol turnstiles, and provide transit information. Some 80% or 85% of these agents are women. They must stay in a tiny booth for their work shift. In the booth they are isolated and exposed, but they may be more vulnerable when they leave the booth at the end of

the shift.

There are procedures that protect the CTA's money by limiting the amount a stick-up man can get--usually less than \$50.00. But there is no protection for the agent. There is less risk for the hold-up man, who almost always gets away. There is no bullet proof glass, very few silent alarms, and weak locks on some booth doors. And sometimes the agents' phones do not work. Many agents have to transport the day's receipts from their booth to another location; but I must admit at this time, I just recently or will be in the next few days....Like arrangements have been made so that some of the agents will not, in the long run, have to transfer their day's receipts to another location. This is a perfect time for a hold-up. This money should be picked up by a team of armed collectors. Security for the agents could be improved by making the booth safer.

The communications procedures should be more efficient, security could be improved and by providing frequent security patrols of stations to protect passengers and agents. Both are menaced by the same law-breakers. Robberies in the stations could be greatly reduced. It could be fairly easily demonstrated that trying to rob the agent doesn't pay, especially by apprehending the hold-up man. At the present, the agent/victim after being held at gun point or having her life endangered is lucky if the CTA management does not charge the dollar loss to he or she. This they do, if for instance the agent did not have time to make a drop part of the shift's receipts into a locked safe. This drop procedure involves counting and packaging coins and bills, filling out a report, which may be quite difficult when also taking fares and so forth.

Telephones that work, silent alarms, bullet proof glass, frequent security patrol, frequent train service; all of these measure are essential to give passengers security in the stations as well as to protect the agents. It will also reduce the CTA's losses from hold-up and vandalism. On the trains, the motormen is enclosed in his cab in the front corner of the car. In all of the rest of the train, perhaps 8 cars, there is only the conductor and he or she must be at the window controlling the doors at each stop.

Train employees do not have police authority. They are often criticized for not taking such authority upon themselves. I will just reflect a moment on the possibilities for worse trouble if a conductor tried to evict a passenger and an altercation results. Train operating crews, in carrying out their roles, must stop short of trying to exercise police authority that they do not possess. Security problems beyond the scope of their authority must be handled by security and police personnel. The first essential for getting this assistance is communication to overcome the isolation on the elevated tracks or subways, but certain communication is lacking. Train horns often do not work, and the control center does not answer on occasions. There have been well publicized instances of real violence on the trains as well as in stations, stairways and exits. Terrible as these are, it is difficult to protect against the infrequent occurrence, no matter how tragic.

What can be corrected is the general climate of lawlessness that prevails in certain situation. For instance, our members report pickpockets are practically taking over on some trains. Only a substantial amount of police patrolling can end this situation as long as other violations of rules and laws that infringe on the rights of passengers, such as smoking, noise making and vandalism continue.

The Remedies....Present employees not only have a vital interest in improving the transit system, they also have a vast amount of detailed information about the system and how it operates. My testimony is based on my own experience as a CTA trainman, and on the mass of information which comes to the union office from the individual members in the course of representing them in grievances, and in the course of phone calls and face-to-face dealings with them about the problems on the job. We see the CTA running 2-car trains after 7 p.m. as a security measure. But the cars are jammed with standees often worse than rush hours. This is fine for pickpockets, but it drives the passengers away especially when combined with long waits on the station platform. There is no excuse for jammed-up cars at 8 and 9 p.m.

More frequent service will improve security for waiting passengers. All trains can be made secure by having a police officer ride in these trains between 7 p.m. and 5 a.m. The police officers need to be special transit police whether employed by the CTA or the city. Otherwise, when there is a public furor about crime on the CTA, the regular police department officers patrol, but then it dies down. You do not see much of these officers until the next public outcry.

These transit police officers must have full police authority. Transit aides with even less authority than our members have, we believe, are a waste of money. Police authority is required to deal with security problems. Furthermore, we believe that these officers should be in plainclothes, and arrest and convictions should be well-publicized. In Detroit, ATU Local 26 reports to us that aggressive patrolling by a substantial number of plainclothes officers, along with publicity on arrest and convictions, has been very effective.

The remedies must produce a secure climate in the stations and on the trains in ways that improve service. Security must be considered one part of this service provided to the public. If stations and vehicles are secure for passengers, most hazards faced by employees from criminal acts will be eliminated.

The Cost of Improved Security...The employees see taxpayer's money spent in ways that is hard to understand. It is especially irksome to the Union when it appears to us that money we can spend so freely and wastefully by forcing grievances to arbitration which should have been settled at the first step.

Substantial gates have been installed at station entrances where there has been 24-hour-seven-day service for 50 to 75 years. The problem is to get people to use this system, not to keep them out. We are suspicious that these gates reveal an intent to eliminate late night service. This would impose new cost and security problems on the community.

Improved security, along with more and better service, will produce net gains to the whole community. The cost and compensation of additional security personnel will be offset by a reduction in unemployment and social costs as well as more transit riding. Transit riding is more economical than other modes of transportation. It saves energy and decreases congestion and pollution. We believe that local, state and federal funds expended to produce a secure environment on the CTA system will provide a higher return and benefit to the community than any alternative expenditure.

REPRESENTATIVE SKINNER

Any questions Ed?

REPRESENTATIVE KUCHARSKI

What is the definition of "agressive patrolling" by non-uniformed

officers?

MR. SPEARS

Well, from a layman's point of view, my definition would be more plainclothes officers out there, more arrests, and also aggressive prosecution along with the aggressive patrol in there.

REPRESENTATIVE KUCHARSKI

By "aggressive," I would imagine they mean that with any sort of incident, they would identify themselves as police officers, showing badge and....

MR. SPEARS

No, not necessarily to uncover themselves; but, they should work out a system where they could call for uniformed officers, or someone else, to pick up the perpetrators because I would assume they wouldn't want to uncover themselves so that all the possible criminals out there would know who they are.

REPRESENTATIVE KUCHARSKI

How would they call?

MR. SPEARS

Radio.

REPRESENTATIVE KUCHARSKI

If they're on a rapid transit line or on a bus they have 2-way radios?

MR. SPEARS

They do have a problem now, as I understand it, when they call in with the radio within the subway system. But, they do make calls on the elevated, above ground, I should say.

REPRESENTATIVE KUCHARSKI

What studies do you know of which show that plainclothes officers are more effective than visual deterrents?

MR. SPEARS

Well, I haven't seen any, personally, haven't seen any such study myself. But in talking to the officers from Local 26 in Detroit, this is what they tell me the situation there is. They have "Blue Birds," as I understand it; the majority of them, if not all of them, are plain-clothes.

REPRESENTATIVE KUCHARSKI

What do they show? That the crime has gone down since the use of the plainclothes officers?

MR. SPEARS

That's what they tell me.

REPRESENTATIVE KUCHARSKI

You say the ticket booths....Are there any times during the day or the week when they require exact change?

MR. SPEARS

No, not the booths themselves. They do have outside of some booths, ...they have what they call exact turnstiles where you put exact fare in the turnstile. But the booths themselves....Wait a minute. Let me take that back. They have one on an experimental basis. What is it? State Street Subway? Randolph and the State Street Subway?

REPRESENTATIVE KUCHARSKI

Do they require exact change there?

MR. SPEARS

Yes. That's just one side of that particular booth though.

REPRESENTATIVE KUCHARSKI

Yea. Let me ask about the statistics that the witness referred to as showing that the crime percentage was low between midnight and 8:00. Why is it that the employees of the rapid transit...let's say the ticket

agents....I'm interested in them right now. They choose by seniority what hours and what days that they can work, and it seems that the lowest of seniority will invariably end up with the 11:00 to 7:00 p.m. or 12:00 to 8:00 a.m. shift and have to work the weekends. Obviously that's not one of preference with the ticket agent. Why is there a discrepancy? It seems to me the crime should be higher, at least with the ticket agents, on the weekends and at midnight rather than at any other time. Employees by choice make that indication?

MR. SPEARS

Well, some of them, by choice, make an indication that they want to pick midnights; but, very few...or most people get stuck on midnights or are forced on midnights.

REPRESENTATIVE KUCHARSKI

Because that's all that's left?

MR. SPEARS

Right. Now, what may be happening here, like Chief Johnson was saying, a lot of people perceive the crime as happening from 12:00 to 4:00 a.m. or something like that. That's why they pick the midnight and pick the P.M....thinking they'd get away from all the crime then.

REPRESENTATIVE KUCHARSKI

Okay. I just want to make one comment. I personally, don't agree with your request for plainclothes men, or your belief that they are a better deterrent. It seems to me that even on the highways, when you see a squad sitting along side the road you're more likely to observe that 55 mile per hour that with one of the "brown wrappers." I think these will determine it's a better way.

MR. KNOX

May I suggest to you, though, that when a plainclothes officer gets

on a train he's not visible to any individual on there who might want to stick-up or pickpocket. When a policeman in uniform gets on that same train, the pickpocket sits there and reads his paper. Now, eventually that uniformed policeman gets off and the pickpocket goes back to work, and this is the difference. If a plainclothes officer is there, the individual doesn't know that he's there and therefore, he'll go to work or get caught. Now, there are certain stations out here where I know where pickpockets just stay, period, during certain parts of the day. Now, I've seen uniformed policeman come up there and the pickpocket, he don't go nowhere; he gets on a train and he sits there. He'll ride down a couple of stations and as soon as that policeman gets off, he is back in business.

REPRESENTATIVE KUCHARSKI

I think you made a good point there. Let me ask you something. Do you think that the CTA could support it's own police unit?

MR. KNOX

Well, I'll put it this way; with some of the monies that they've spent for some of the things they spend for, I think so.

REPRESENTATIVE KUCHARSKI

Okay, thank you.

REPRESENTATIVE SKINNER

Well, I can't pass up an opening like that. Would you care to enumerate some of the waste on the CTA that you perceive?

MR. KNOX

I don't know what you'd refer to as "waste." To me....

REPRESENTATIVE SKINNER

Whatever we're going to use to pay the police units.

MR. KNOX

I talked to an individual one time,....The CTA was having a, what we refer to as, a "Pit" dug, and this is for the trains to run over to be repaired. That pit caved in at least 5 or 6 times, by my count, because of the way they were doing it. Then they decided to have hand welding. I see these steel workers. They tie things together for reinforcement. They hand weld it together. I talked to the guy and I asked the guy, one of the guys out there, I said, listen, to dig a hole that's no longer than the one you're digging and to do what you're doing with it, why are they taking 6 to 8 months? He said well we've got "X" number of thousands of dollars, hundreds of thousands of dollars to spend, and we've got to spend it.

MR. SPEARS

Well, I personally think one of the ways where they waste their money, as I've indicated in my report, is, for some reason or another, CTA has built what appear to be rather strong gates at stations that are open 24-hours. I see no need for them. They're not using them, to my knowledge, at all now.

And one of the other beefs I have with CTA and it's management is that when any little petty thing comes up, the member files a grievance. We process the agreement through the first step, and it should be allowed in the first step, we wind up going to arbitration with it. They take the attitude, well you know, take it to arbitration if you don't like it. So, we wind up taking it to arbitration. To me, I think it's simply a waste of the taxpayers' money.

And by the way, one incident he's talking about where employees acting as policemen. They had one incident where an employee did in

fact go to the aide of a passenger, simply a riding passenger, and asked the other passenger to leave him alone. And one guy,...A couple of them got off, and the other guy walked up to him and put his hand in his pocket and threatened what he was going to do to him. With his hand in his pocket he made a motion towards him and he decked him. The employee got two days off from CTA. We filed a grievance on it, and they denied the grievance; but, unfortunately, he wouldn't push it to arbitration because that's where I wanted to take it.

REPRESENTATIVE SKINNER

What progress is being made toward getting bullet-proof glass? Was that part of your negotiation process when you re-negotiated the last contract?

MR. SPEARS

I don't think it should be necessary for it to be a part of the contract, because it says in the contract now they should have safe and sanitary working conditions. It's already in there. It's simply a matter of trying to get the Authority to come up with the money from wherever to put it in. And not only just for the bullet-proof glass. You have some of the stations on the old lines, meaning the north, south, but it is referred to as the North-South line over there, where you could walk up to the door and yank the booth open. That's how insecure the locks are on them. But yet, everytime something happens out there, they blame the employee for it.

MR. KNOX

One of the things....You see, the CTA, as far as we're concerned, has a very nonchalant attitude as far as the protection of the employee goes. As a matter of fact, the head of CTA states to us emphatically that that's

not their position, it is the position of the police department to protect them, so, therefore, anything that we suggest as far as improving safety in the booths,...They have these plastic rods--any 13-year-old could pull them off. We've actually had people, agents, being threatened, and the booth actually broken into while she's sitting there trying to get on the phone. Because the doors are locked....So many of them are bad, the plastic bars can be pulled out by anyone with average strength. Last week, a week and a half ago, we had a guy that became upset over something. He told me he said well, you stay right here, I'll be right back. He went out and got two bricks. He came back, bang, bang, and down goes the glass, and she ended up cut and....(unintelligible)

Now, the CTA's position on a situation like this is, you didn't handle the situation well, you made him mad, you shouldn't have said that, or you should have taken some other,...you didn't use good judgement. You see, in other words, they don't deal with the fact that they're making it easy. As far as we're concerned, it makes it seem to the public, or certain people in the public, that it's easy to attack a CTA employee and get away with it because 98% of the time, nothing is done--even when we have employees who will sign complaints and take a chance with us.

Someone mentioned earlier this morning that, well, any employee can sign a complaint when he get ready. That's not true. Only up until July, were they told....And all of them, as far as I know, have not yet been instructed that they can sign a complaint. We must call the line office and have them, in turn, call the police. You're not allowed to call the police directly. The line office, generally, will make a determination on whether or not it's a police matter. If the guy is gone, someone may say to, well, he's gone; now,...so what's the point in

calling the police. Or, if he's gone and the damage is done, there's no point in signing a complaint. Or, if the agent or person involved will sign a complaint individually and end up in court, even though I hear someone say that CTA will furnish them counsel, that is not true. We have had people who go to court after they sign a complaint about being attacked on the job, and there was no counsel from CTA there when they got there; therefore, the case was dropped.

This is just their general attitude. Now, this is nothing new with the Union, as far as talking to officials of CTA to get them to move in the direction of doing something on their own to aid the employee. They simply cannot deal with that, or will not deal with that.

REPRESENTATIVE BARNES

Well one of the questions that that brings to mind for us here and our Staff....We have had general responses to our questions as they relate to crime on mass transit vehicles, and I can understand that the police department can only give us the incident reports that they have. But can you, and I will probably ask the CTA the same question, give us a breakdown of crimes against employees?

MR. KNOX

No. We never keep any such statistics. However, in fact, we're not always informed about it unless the individual files a grievance and they don't usually....The only time they file a grievance is if the CTA treated them badly after they've been beat up or something.

REPRESENTATIVE BARNES

Well, in your working experience, do you, and I'm asking you opinion, do you think that kind of information is available from the CTA?

MR. KNOX

Yes, because reports must be made out after each incident which is

regarded as a "special occurrence," and they keep records.

REPRESENTATIVE BARNES

Okay. To follow that up, and I asked Mr. Coleman this question and I had planned to ask you and I think Mr. Coleman clarified it and I concur with his thinking in terms of his trying to make some distinction, but in the past, and as it stands right now, when an operating employee, personnel, files a report that is defined or is it defined.... Maybe the question should be, as being an accident report, okay, and then by and....I believe that there was some consideration during your last negotiations that related to how far, or when, the CTA could use those reports in evaluating an employee's performance for the company. Is that the case? And, if that is the case, do you perceive that as being a deterrant for the operating personnel to report incidents--which would give some credence to Chief Johnson's statement that 85% of what went on was not reported by CTA personnel.

MR. KNOX

Let me put it to you this way. We know of people who have reported incidents on a constant basis, because there is not, well I don't think, there is not a day that goes by out there when some employees don't have some problem with the public, and when there was not what we refer to as harrassment of that employee. The line control office, even though they will deny it, many times when an individual is reporting a crime will pretend they don't receive a call. In other words, they don't answer you back. You must call in on your radio, and if it's working one minute you assume it's working the next, but you don't get any response from the line control when you try to call in and report--especially if you're considered to be one of those people who's always reporting things.

Another thing, in dealing with a question that I heard mentioned this morning, about the freedom which we have to deal with reporting crime.... We don't have all of the freedom that that policeman, Chief, indicated we have. For instance, we only report certain things. Now, one other thing that I didn't clearly understand...one of the things he reported was "X" number of smoking incidents. We're not required to report or call anyone concerning a smoking incident. We are simply required to make an announcement: "No Smoking, Please". And that's the end of that. If he stops, he stops; if he doesn't there's nothing done about that.

REPRESENTATIVE BARNES

So, the answer to my question then is, as I understand it, is that in terms of the direction that is given the operating personnel, it is not in the best interest of those people to report all types of incidents that occur on the transit system, because much of that could be a factor that could be a liability in the future in terms of their performance for the company.

MR. KNOX

Well, to say, to put it mildly, to say that this person would develop a name, that "Troublemaker"....

REPRESENTATIVE BARNES

No....Well, the point that I'm making is that, and I worked for the company for a long time so I don't want to be construed as being biased here, but the point that I'm making is that a person could be a chronic reporter, let me put it that way, reporting everything, even the things that are relatively minor. And all of these things do go on his "record," because I'm sure that everyone has an individual record at the company.

MR. SPEARS

Usually, whenever he's involved....

REPRESENTATIVE BARNES

Yea, let me finish. What he's involved in....Then when something happens down the line, maybe of some major proportion, for example, this person could have been working for the company 5 years, 6 years, or whatever, then at the point where something major happens down the line, then the company goes back to look at his total "record." And this person could possibly,...or all of this could be construed in an adverse manner as it relates to his performance for the company.

That's the point I'm making. Now, is that the way the system works or is it not?

MR. SPEARS

No, I don't think that's the way it works, Brother Chairman. I think what happens here is what the employee sees out there doesn't go against him; that, per say, doesn't go against his "record," you understand. What happens out there is if he keeps reporting things and bothering the people for whatever they're doing, say, in Central Control, they get tired of it, you understand. They simply can get word to another Supervisor out there, or somebody, get word to somebody out there to check him out and try to find some other rule violation, some petty rule violation, and build a record on him on that case.

REPRESENTATIVE BARNES

Well, the point that I'm making is, and what I'm trying to get to is whether or not the company is encouraging employees to report all incidents to the proper authorities, so that the public can begin to perceive that the system is safe because you will be getting a response

to all of these various incidents; or whether or not, in your mind, the operating personnel that you represent, that you work with directly say the opposite is the case? Is it their opinion, the operators now, is it their opinion that it is better for them to let these little minor things go and that way, "don't rock the boat" and you're better off down the line?

MR. SPEARS

Well, let me say this. The policy is that they encourage you to report everything. Now, whether that's in fact what they want or not, I can't answer that. But they state verbally that they want you to report in on everything.

REPRESENTATIVES BARNES

Okay, fine. That's the answer then. Any additional questions? Thank you very much. We appreciate you coming and I would appreciate it as I have requested from all of the people that have appeared before the Committee, if you could make your written statements available for incorporation into the records.

We have now, we will have I believe....I said before we had two more witnesses, but they keep multiplying. Now we have four. The next will be Mr. Tim O'Mahony; then we will have Mr. John Weatherspoon, Mr. Charles Hall, who can appear in tandem or you may want to go individually. And then the final witness slip we have before us: Mr. Elton Williams. In that order.

Mr. O'Mahony. And I would appreciate it if with your presentation you could give us a synopsis of your statement. It would be much more helpful.

MR. O' MAHONY

I'm Timothy O'Mahony. I'm the Recording Secretary in Division 241,

Amalgamated Transit Union, which represents CTA bus drivers, CTA police, and other workers.

There is a crime problem on the Chicago Transit Authority and on other transit lines in the Regional Transportation Authority area. Normally, when a problem exists, the business-like approach is to identify the problem and then to deal with it. This hasn't been done, even with all the furor of the past several months. On June 27th, the Union requested that either the CTA or the Chicago Police Department break-down the bus surveillance cards according to bus route so as to determine if bus checks were being made where the crime problems were occurring. Both agencies refused to do this.

The only agreement that the CTA did make to the Union was that the CTA police squads were to be assigned to protect disabled buses to prevent situations such as existed when bus driver Lee Llwellyn, Jr. was murdered. The CTA abided by this verbal agreement for only one month, then drastically curtailed the assignments of the CTA police squads. Requests by the Union to discuss this matter have gone unanswered.

Overall, there is no system to supervise the effectiveness of anti-crime measures on the CTA, nor to check that announced police procedures are being carried out on the street. At a recent meeting with the CTA and the Chicago Police Department, the Union requested verification that police officers in two-man cars were splitting up when making a bus check; one officer riding the bus for a few blocks, and the other officer following in the squad car. Neither the police nor the CTA could offer any sort of verification that police making riding checks of the buses were actually taking place. It was the Union that suggested the bus surveillance card be provided with a box for the bus driver to punch to show that the police officer rode while making the bus check.

The CTA still does not have a trained police dispatcher in its control center. Many of the complaints received by the Union have been regarding mishandling of crime calls by the transportation dispatchers. The CTA Control center looks impressive with all the new equipment, but it is how the dispatchers make use of this equipment that is faulty. Also, the radios installed on the buses seem to have a high rate of breakdown.

Another part of the CTA communication system that is seriously faulty is the CTA telephone system. The CTA phones regularly break down whenever it rains, leaving ticket agents without any means of communication. Many locations on the rapid transit system have CTA phones that are locked up and inaccessible.

There is no effective correlation between transit crimes and police response as can be demonstrated by crime statistics, or turnstile jumping, or theft of service, arrest and gambling offense arrests. At the last meeting of this Subcommittee, I estimated that there were 10,000 fare evaders per day on the CTA. Since then, a number of people in the CTA and the Union have agreed with this estimate. Yet for all of 1977, there were only 552 arrest for this offense. So far in 1978, only 60 arrest had been made on the buses for this offense. Only 6 arrest for gambling on the buses have been made in 1978, yet gambling is rampant on certain routes.

At the last public hearing of this Subcommittee, the sorry state of administration in the CTA police department was told, especially the evidence inventory system was criticized. On September 11, a CTA police order was issued reestablishing the inventory system on a limited basis-- whatever that means. There is still a lack of cabinets, or safes, to

properly house evidence, and there are no procedures to ensure continuity in the chain of custody. Over \$2 million per year is spent on the CTA police Department and a better return on this investment could be obtained through proper police administration. During the rescue and evacuation operations for the September 1st "L" collision at Wabash and Harrison, passengers from the trains were walked north on the "L" tracks to the Adams-Wabash "L" station. While passengers were on the tracks, the CTA turned the 3rd rail power back on. The Union has filed a complaint with the National Transportation Safety Board regarding this dangerous error, and a copy of our letter of complaint is one of the attachments there to the copies you've been given.

People either make policies effective, or work to undermine a stated policy. Mr. George Krambles, the CTA's Executive Director, was given the job of handling CTA crime problems as far back as 1972 by Michael Caferty, then the CTA Chairman. Mr. Krambles has not faced the problem squarely, and he has a known antipathy toward the CTA police. I suggest that there is a reason for this, and the reason is that Mr. Krambles has himself run afoul of the law. More information on this is attached to that. How can a person in a position to make and carry out law enforcement policy do so when he violates the law himself? Mr. Krambles is old enough and has enough service to retire now.

I submit to this Committee copies of laws in other States that apply to transit police forces. The New York Law concerning the transit police force of New York City is quite extensive--specifying the duties of the force and outlining a command structure. This law is the product of years of experience, and the history of the changes in the law which have been dictated by experience is attached. It states on page 2 of

this history of the transit police, that in 1953, approximately three choices were presented as far as continuing the transit police force, or making it a part of the New York City Police Department, or whether the transit police force should be a separate entity. It was decided at that time that the transit police force should become a separate entity under law. Also in this history, on page 4, it touches on the effectiveness of the transit police, and, in one instance, it covers some exact figures on juvenile arrest for 1976. It states that the transit police accounted for roughly 56% of the total juvenile arrest in the entire city. The law authorizing the Washington D.C. Metro police is also detailed as to the duties of the force. A copy of this statute is attached also with your material.

It is recommend to this Subcommittee that some legislative changes be made. One: that the CTA be given a general obligation to actively participate in protecting passengers and employees and to have a written anti-crime plan which is open to public inspection and periodic comment. Two: that whatever the CTA chooses to have, must be involved in protecting passengers and employees. Three: that management officials in the CTA be required, under penalty of law, to report all crimes on the CTA to the police. Four: that the CTA be required to tabulate crimes according to which route or rapid transit stations the crimes occur on and to have these statistics open to public inspection. Five: that the CTA be required to have a written disaster plan, and periodically train it's employees on how to implement this plan.

REPRESENTATIVE BARNES

Are there any questions? Thank you very much, sir.

REPRESENTATIVE SKINNER

What about the police charge that 85% of the serious crimes are not

reported? Is the bulk of that 85% of unreported stuff smoking and drinking would you assume?

MR. O'MAHONEY

This would be the visible stuff. Again, the bus driver is in the front of the bus, and he can't see, necessarily, a team of pickpockets working on the bus; although, he might, but if you have a team of pickpockets working on the bus, it doesn't do you any good to report it. They'll send some uniformed policemen out, and you'll say these guys were picking pockets. The uniformed policemen gets there and they're just standing there: "No, I'm not picking anybody's pockets." And they have no reason for removing them from the bus, or anything; and later on, the bus driver will end up getting threatened--and that's providing that they'll send the police out at all. Usually they'll tell you, well, if you think the pickpockets are going to get off in a couple of blocks or if they get off already, well, okay fine, then forget about it.

REPRESENTATIVE BARNES

Thank you. Mr. John Weatherspoon and or Mr. Hall; are you going to make your presentation together or individually? Individually? Okay. Mr. Weatherspoon.

MR. WEATHERSPOON

Good afternoon. My name is John Weatherspoon. I am the President and Business Agent of Amalgated Transit Union, Local 214. The Illinois State Federation of Labor, at it's annual convention last week, adopted a Resolution supporting laws requiring safety glass in the drivers windshield on the left side window of the buses. Adoption of this resolution by the Illinois State Federation of Labor was because of the great concern, statewide, over crime on bus systems. At a meeting of transit

union officials I attended, bus driver protection was the major topic.

To some extent, all transit systems have a crime problem. Only in Chicago have three bus drivers been murdered in a 7-month period. And only in Chicago are facts about what is happening so hard to get. Most other transit unions are given information by the local police or the transit company about crime statistics. In other cities, the transit companies and the local police open up more about what is going on, and what is being done.

In other cities the system obviously works better than the Chicago program because the bus drivers and bus passengers in other cities can work and travel in greater safety. We still consider that transit aide program a joke, rather than a solution. These aides are being assigned only to the rapid transit. Why aren't they on the buses? There is an easy explanation why the aides aren't on the buses. It is because the buses are too dangerous and the unarmed aides would get hurt. The aides are only another temporary solution--an appeasement.

Chicago, and the entire metropolitan area, needs a permanent solution. I hope this Subcommittee will propose laws to give the citizens and the transit workers a permanent means of riding the CTA safely. There has been considerable discussion about what would be the most effective type of protection at these various hearings, whether it should be policemen in uniforms or plainclothes policemen. A couple of weeks ago, I attended a seminar at Lake Bluff which was sponsored by UMPTA. And at that seminar, the greatest concern of all the transit people there was protection for the passengers and the employees. And it seems to me that everybody at that seminar agreed with the system that has been instituted in Detroit--of the plainclothes decoys....The Detroit

system calls them the "Blue Birds," and there is only about a 48-man unit. These plainclothes men, to my understanding, from my conversations, have been very, very effective, and I feel that we should look into this area and maybe do something about it. Are there any questions?

REPRESENTATIVE BARNES

Any questions? I have one, and this is just in reading this opinion. I read recently in the Chicago newspapers about a proposal from a local transportation Subcommittee. I believe it was about the playing of radios, loud playing of music, and those other kinds of disorders which, apparently, now or in the past are more or less overlooked, let me put it that way, ...smoking on the bus, and what have you. These offenses have, as I can understand it, from the inception of the CTA back in '47 or even going back further than that....I remember that on the old red streetcars, smoking had always been a misdemeanor in this city for many years. Do you have any indication that any of those kinds of misdemeanors are really enforced, and if they are not enforced, in your opinion, how should they be enforced? Right now, I believe the responsibility, more or less, rests with the driver; but it seems to me that everyone who has appeared before us has agreed that the driver is not a policeman.

MR. WEATHERSPOON

That's true, Mr. Chairman. The situation has not changed any; it has always existed. If there's an individual on the bus smoking or playing the radio loud, the operator might ask the passenger to turn the radio down, but then if he doesn't, then he continues on in service. Now, if he calls the control center, the control center relates this to the police department, and I have to emphasize, if the police come

out, then there's always that danger of the operator getting hurt once the police gets off the bus and leaves the passenger alone. They don't take the passenger off, and they don't prosecute.

I think that if we adopt a "get tough and stay tough" policy when someone is taken off the bus and taken to court, then this would be more effective than just taking them off the bus, and just patting them on the wrist and telling them to go on their way.

REPRESENTATIVE BARNES

Alright now. One additional question. Am I to understand from you that the situation is such that if the operator was diligent and reported those various incidents, that there is, at least in the operator's mind a question, or a possibility, that after the proper authorities have left the scene then the next day or the next week--since those operators will be on that same line for at least a period of time, and right now prosecution of those offenses is not the greatest--that they feel that there might be some problem with their safety after such incidents are reported without those incidents being prosecuted to their fullest?

MR. WEATHERSPOON

That's, true Mr. Chairman. Not only the "next day," but there have been cases where there have been passengers taken off the bus and at the very next stop, across the street or the next corner, the same individual who was taken off the bus gets on the bus again and starts trouble. It's a matter of record.

REPRESENTATIVE BARNES

Are there any further questions? Thank you very much, sir. Next would be Mr. Charles Hall. Would you introduce yourself for the record, sir, and go right ahead with your testimony.

CONTINUED

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MR. HALL

My name is Charles R. Hall, Financial Secretary Treasurer, Local Union 241, which represents the bus drivers. My statement is to the Illinois House Transportation Committee regarding passengers and employee protection. I'm appearing here today because of my concern.
(end of tape)

...to combat these acts we are given defective radios and defective emergency alarms. The CTA, the RTA and the City of Chicago must exercise the "highest degree of care" for our passengers and our employees. Special attention must be given to high crime routes such as Madison, Roosevelt, 63d, 79th, 47th, 43d, State Street, Division, Pulaski, Lake, Chicago, Cicero, 16th and 18th Street to name a few. Armed mass transit police, CTA, RTA or the City must be assigned to ride these routes like the Detroit "Bluebirds".

Crime on the CTA is a fact, and the CTA records reflect these facts on a report called "Special Occurrence Reports". And I would like to speak to you on what a "Special Occurrence Report" really is. Any incident that occurs, an employee is required to make out a miscellaneous report. If that incident is of a special nature, a station superintendent is requested not only to send in that miscellaneous report, but to send in a Special Occurrence Report which gives the information on what happened and how the incident might have been avoided and if not avoided, what could be done in the future to eliminate such a problem.

I think that it would behoove the Committee to call upon the CTA to supply the Committee with these reports. It would be fascinating reading for any member of the Committee to find that the facts are there, they are document and they are available in several departments of the CTA. If the CTA should deny that they have such a report, then I would like to place in evidence

some copies of these reports. The first report is a rapid transit station being held up and the same ticket agent being held up on a Monday and Friday of the same week. And I know he is tired of situations like this occurring; to be held up twice in one week is quite a bit. We also have reports that state that the booth is not equipped with a silent alarm system, so, therefore, the ticket agent could not alert the police. Yet, no one puts down that the booth should be equipped with a silent alarm in the future to prevent such a problem.

REPRESENTATIVE SKINNER

Is the alarm just out of order, or is it just not there?

MR. HALL

The booth is not equipped with a silent alarm at all.

REPRESENTATIVE SKINNER

What percentage of the booths are not equipped?

MR. HALL

I have about 20 reports here, 14 of them seem not to be equipped with alarms.

REPRESENTATIVE BARNES

Would you make those reports available for the Committee?

MR. HALL

They will be available...but I wanted to...

REPRESENTATIVE BARNES

Thank you...go right ahead.

MR. HALL

...I wanted to point out that I have underlined and circled in these reports that this station is another one...it is not equipped

with a silent alarm. And by the way, since it wasn't equipped, and the robber got away with the money, they held the ticket agent responsible for the money. So, therefore, the employees even get "shafted" because this station is not equipped with a silent alarm. And each one I am turning over says that this booth is not equipped with a silent alarm. For instance, this one is at Congress and Clinton, this one is at Lake and Cicero, this one is at Lake and Laramie, and this one is at 87th & Dan Ryan which are new facilities, by the way, so they should have been equipped with silent alarms.

The Police Chief was speaking of the bus driver not taking any action on things occurring on the buses and not saying anything to the passengers who were creating problems. He is required to push the silent alarm system on the buses. The silent alarm on the bus works exactly as the silent alarm on the "L". It does not work, or it does work sometimes, or there is a shortage in it and it is never checked to make sure that they are all working.

REPRESENTATIVE BARNES

Mr. Hall, may I interrupt here?

MR. HALL

Yes, sir.

REPRESENTATIVE BARNES

...and the reason...we went on a tour of the CTA this past Friday, and we were told that it is standard procedure to check out these alarm systems periodically. What you are saying here is contradictory to what we were shown there.

MR. HALL

What you were shown is a brand new facility that should work. How it works is the problem. Recently, I called Mr. Vic Coleman to request that he check Run 244 on Halsted Street to see if when the bus operator was being attacked and he pushed his silent alarm and he used his phone, did his call come through? And his answer to me was "no, it did not," that "Run 248 called it in for him when he saw the incident occur." And to make sure the driver writes down on the report, which will come in as a Special Occurrence, that the phone and the silent alarm did not work...so it would come to the attention of the CTA and they can fix it. The problem is to fix it before it goes out on the street.

REPRESENTATIVE BARNES

Well, I'll ask you the same question that I asked the CTA, and speaking to you now as you represent the Union, in your negotiations with the CTA, has this subject ever come up, as it relates to the alarm systems? And to extend that...and then I'll let you answer it, to extend that, has any procedure, any standard procedure, and I asked the CTA the same thing, has any standard procedure been developed so that each operator prior to the time that he moves his vehicle out to serve the public....this is to protect the public, not only to protect the operator. Each operator should have a standard check-off procedure to make sure that these systems work, especially because there is no indication on the vehicle any where when you push the silent alarm whether it works or not....Now have dis-

cussions been held along those lines? And, if it has, what has been the response and whether or not any procedures have been developed? Because I know I would be in one heck of a position if I was out there on a vehicle and I hit the silent alarm as somebody's about to hit me in the head with a hammer and it happens, and God, nothing happens with the alarm!

MR. HALL

Well, the procedure is suppose to be and it seems to be a word-of-mouth procedure, check your radio before you go out.

REPRESENTATIVE BARNES

Is there a standard?

MR. HALL

In the morning you have a rush hour group of buses going out on the street and all of them couldn't possibly get through to the control to say "is my radio working?"

REPRESENTATIVE BARNES

Okay, let me get back and ask this question again. Is there a standard operating procedure in writing to all of the operating personnel, point 1, 2, 3 what should be checked out prior to the time that vehicle, be it a bus, an "L" car, prior to the time that vehicle goes into public use?

MR. HALL

There is no written step by step...

REPRESENTATIVE BARNES

We were told that the operator was suppose to make a phone check prior to the time he took the vehicle out and get a 10-4 that that phone system was working before he went out. Now, is that the

case?

MR. HALL

They are told that, but they can't get a 10-4 before going out, and they do go out without the 10-4.

REPRESENTATIVE BARNES

For what reason?

MR. HALL

The reason could be overcrowding...the lines could be overcrowded with these calls are coming in. They have expanded from a one line system to, I think they are up to about four now. But still, if an operator is using the phone when you're....You still have to wait until the line is clear, it's like a party line.

REPRESENTATIVE BARNES

Okay, I can understand that. What about the silent alarm system? I was told, and I understand how many seconds it takes to trip so forth and so on, but now if you're having problems with it, has there been any discussion relative to a standard procedure so that you know that that system is working before you go into the street?

MR. HALL

The only discussion that I sat in on revealed that some time in the future the CTA is planning to have a computer check phones and alarm systems automatically, and the date of this happening is also in the future. But according to these reports which I will turn over to you because they deal with the questions that you are asking, they state that they used the phone and they received no response and this one he says his train phone received no response from any of the cars on the train and they also went to the agent's

booth and were told the phone was not working and to use one in the outer room, and he put twenty cents in the IBT phone and that phone wasn't working either. And it says at the end, the crew did not have knowledge as to why these women were fighting. They also do not know who summoned the police because they surely could not have done so on their equipment. So, I suggest that you avail yourself to these and avail yourself to the other reports that the CTA has and I hope that you get to the bottom of how much crime is on these buses, trains, and that we work toward a solution instead of hiding it under the rug. Thank you.

REPRESENTATIVE SKINNER

I am wondering why someone just didn't dial 911 on the phone. You wouldn't have to put in twenty cents?

MR. HALL

There is no phone on the bus, sir.

REPRESENTATIVE SKINNER

No, no, the third try.

MR. HALL

The third try, sir? They said that the phone was not working. That could mean that the receiver was even gone. They vandalize these phones...

REPRESENTATIVE SKINNER

But I still don't understand why he would try to put in twenty cents...

MR. HALL

Habit.

REPRESENTATIVE SKINNER

Habit?

MR. HALL

Habit.

REPRESENTATIVE BARNES

One of the problems, and I concur, and the CTA I understand is trying to do something along those lines which is not really their problem, it's more the IBT than anything else...it's a habit that people have not gotten out of. They do not realize that you can dial a phone, a commercial phone, out there without putting any money into it. We all get into that habit. I tend to walk away from a phone when I don't have twenty cents myself.

One additional question. Do you have any additional, Cal? Ed? One final question. Because I want to make sure that we have the right representatives, the CTA representatives are here....You raised the question and said that these incident reports, I think you call them, what was the name?

MR. HALL

"Special Occurrence Reports."

REPRESENTATIVE BARNES

"Special Occurrence Reports"....that these would reflect some of the things that would be reported by the personnel.

MR. HALL

Right.

REPRESENTATIVE BARNES

Of those Special Occurrence Reports, and I see you have some copies of the reports that were submitted, do you know what had...what was the...what took place, what follow-up and whether or not there was any adjudication of any of them?

MR. HALL

On the earlier reports they never stated what follow-ups took place. On the latter reports that you will run into, it will state

whether the police were called, if they arrived, and if so, what action was taken.

REPRESENTATIVE BARNES

All right. Thank you very much.

Mr. Elton E. Williams? And then we have one final witness after Mr. Williams. Perhaps we should do this at this point, I am not sure.... After Mr. Williams, if the CTA representatives wish at that time to make a statement relative to some of the questions that have been raised here, or if they wish to do so, they can hold that in abeyance or give us a statement in writing after all the questions have been raised later on. So, after Mr. Williams, we will go to the CTA representatives and they can indicate how they wish to handle it.

ELTON E. WILLIAMS

My name is Elton Williams. I am a motorman on the CTA, and those are the only credentials I have, and I am going to speak on what I have experienced and answer some of the questions that were raised just a few minutes ago.

REPRESENTATIVE BARNES

Mr. Williams. Let me advise you, I would appreciate it if you could keep your statement rather brief.

MR. WILLIAMS

I will keep it rather brief.... Brief as possible.

REPRESENTATIVE BARNES

Thank you.

MR. WILLIAMS

Number One. The answer to the question that you have asked Mr. Hall, the answer is "yes", there is a standard procedure for testing phones. I...and the code is requesting a 10-40 at your respective

terminal. I have requested this several times and what makes me such an authority on this, if you want to consider that, is that I keep a log of everything I have, everything that I do, and all the cars that I have ever worked on ever since I have been working for the CTA.... I thought....

REPRESENTATIVE BARNES

Go right ahead.

MR. WILLIAMS

Number....

REPRESENTATIVE BARNES

We're looking at some other material here.

MR. WILLIAMS

Number One. Dealing...Let me point this out. I am an old rapid transit rider. I was riding the elevated when the elevated was the most expensive transportation in the city of Chicago. While I was going to school, my mother used to buy an "L" pass that cost a dollar twenty-five cents. It went from Sunday to Sunday of a week and, therefore, I became a fan on the Chicago rapid transit.

Now, speaking about perception of crime and the actual crime itself. People only fear what they see. And when people see men get on the trains with razor blades and cut people's pockets open and don't give a doggone who is looking, then people talk about that when they get off.

The idea of comparing the crime in New York with the...rapid transit crime in New York and the rapid transit crime in Chicago, I don't think that you can do that for one reason. The sociology is different there than it is here. I lived in New York and I know what New York is all about. And I know that people feel a whole lot more

comfortable riding the metropolitan system in New York City than they do here, and I am out there with them. I am only speaking from experience. When you use computers and statistics, I cannot deal with that.

Now, getting to where this policeman said that the employees do not report 85% of the crime. Well, that's one thing that I noticed in these hearings that nobody wants to deal with and that is the social conditions that exist in this city. Number One: when they first got the Chicago Police Department up there to patrol the trains, the men who really fought the crime, the criminal situation in the city of Chicago, in the Chicago...I mean, on the rapid transit, were never called in for advice which I felt should have been done. Number Two: people couldn't help feeling that the conduct and the attitude that the Chicago Police Department showed the transit workers who work up there....some of those fellows came up there jumping on us. There were standards for the way they handled certain problems, mainly smoking. On the north side of the city they handled it one way; on the south side, they handled it another way.

Number Three: in dealing with rules and guidelines, there's a whole lot of confusion up there. For instance I understand that this morning there was a man who was knifed in the Howard Street Yards. I was told a long time ago that no passengers were supposed to go down in the Howard Street Yards, and still I was talking to a supervisor and he tells me that they can take passengers down. There were workers...there were two girls, one girl who was beat up and one girl who was hit in the face with a brick or rock or something. That was all for a number of weeks.

And one of the best ways to get way rid of those pickpockets is for the police to constantly harass known pickpockets. Once I had a

pickpocket taken off my train. I told the police officer that I would like to see the pickpocket, he jackrolled these passengers, I would like to have him taken off my train. What happens? Before, not before, but after I get into Jackson Park, this man is on the train behind us on my B-leader.

Let's see, signing complaints, that's something else I want to get at. I have been signing complaints ever since I have been up there, and the way I got around complaints is by acting as a public spirited citizen and not a CTA employee. That was my own legal out. I have gone to court several times without legal help from the company. I have...and although, and thanks to Mr. O'Mahony, we had a couple of fellows arrested who threatened me. Now, why the CTA lawyers weren't down there, I don't know, but I can't help feeling that it was because of Timothy O'Mahony. And as God is my secret witness, and Tim O'Mahony as my actual witness, when those fellows walked into court, they thought they were going to walk out like they usually do. When they looked up and saw me ready to deal with them, it was a different story.

And what you bet, and there are some witnesses in here who can attest to what I say, no jackrollers ride my train. And it's not because of company rules or attitudes, because we were told to leave those folks alone, and they came up there like bees around the honey. And the thing that really stopped these...really stopped the number of jackrollers up there is when the affluent people stopped riding the elevated. And that's when they increased the fares from thirty-five to forty-five cents. But, at one time I can remember when the jackrollers were fighting one another to get to certain places. I can remember when one was picked up, and he had something like thirteen

hundred dollars on him and no visible means of support. There was another trainman in there with me, and the man said "it looked like jackrollers' pockets are very good." All right, they took him out, and this is at Jackson Park, and this other trainman said "Brother Williams, do you think he is going to jail with that kind of money in his pocket?"

Now, I am not saying what happened, but he got on my train at 43d Street and that's something else I want to bring up. Why...I can't understand why television cameras are being placed at 35th Street and not 58th Street. I can't understand why television cameras for this experiment aren't placed at 47th and 43d.

And something else, in dealing with these platform lights, outside the lights in the subway, you only have two stations along the north-south line that are well illuminated; that's Byrn Mawr and 35th Street, and those are the most modern stations. Half of the stations, especially when we have an eight-car train and we have to berth that train to fit into these elevated stations, we are using our experience and not what we see, because those stations are just that dark. Stations like University, lights out on the southbound all the time and the stairwell. Stations like Cottage Grove, 53d Street....Many of my female passengers ask me will I stay there until they get downstairs and I say "honey, you just holler, and I'll be on my way."

Now, I can answer every point that was said here, but you told me to make it brief, but let me point out one thing. People in New York, Philadelphia, and Washington, D. C., and these are the places I have visited, and I am not talking about any statistics or what not, feel a whole lot safer riding their system than the people in the city of Chicago feel riding our system. Now, if you ask me to present

statistics and all, I can't, but I am out there and sometimes...there was a time when I didn't think I would make it from one end to the other. And I can remember when Mr. O'Mahony first met me, it was about thirteen years ago, wasn't it Timmy? and he used to say "Elton, I hope they don't put your name on a bulletin board with a black border around the bulletin." He always told me to be careful, and Mr. O'Mahony can tell you that I have declared war on those thugs ever since I've been up here, and as I told you the last time I spoke at this hearing and you were talking about rules and guidelines, I said that these thugs offend me because they are denying me the teachings of my parents, my church and my school.

Now, if you want me to go over the rest of it, I can go over it, and I can answer each one of these things: New York, Philadelphia, Boston, Pittsburgh, loud radios....The reason you don't see loud radios in Washington, New York and whatchamacallit because they tell you they don't have no posters up there, talking about (unintelligible), it is against the law. You get on any vehicle in Washington, D. C. and they get a whole rule up there, you will be arrested if you are caught smoking, eating, playing radios loud, drinking or annoying passengers.

Here, there is a young lady that rides my train every night and she says the only reason she rides with me is because she knows that she is safe and she can sit on any section of that train. And I tell my conductors if you see anything irregular, you come and tell me. Now if you are afraid, you run and hide.

REPRESENTATIVE BARNES

Thank you, Mr. Williams. I don't want you to get the impression that we do not want to be the beneficiaries of your testimony. The

only reason I asked you to be brief is to capsulize what you have, but what I would like for you to do is make available to us, to our staffs, the information that you have, because...

MR. WILLIAMS

Just a minute...

REPRESENTATIVE BARNES

...ultimately the point of view that you offer us, being an operator out there on the line itself, is quite important because naturally there is one thing, as I know from years gone by, there is one thing with developing rules and guidelines and there is another thing about being able to carry them out on the line where you do the actual work. So, your point of view is one point of view that is highly important for us so we can have an overall picture, so I don't want you to get that impression....I just wanted you to capsulize what you had there, and your additional written material I would request from you for our Committee.

MR. WILLIAMS

Look, one other thing, sir, and I will let you have the...one other thing...now that is the way I keep my log. If you will notice up in the left hand corner, I have the weather conditions. It was raining that day. I have the day and the date. Now, if you notice, come down to the next line, I have the request for 10-40 on phone number 392. If you notice I have a positive sign indicating I did receive a 10-40, and I had four different units which means four different train cables. And if you notice, three other times, I received nothing. Now, if there had been a transmission on my phone, and I have heard it, I would have a "t" on the first line as the amount of times I've heard the transmission and if it was to me the "t" would

have been plain and if it was somebody else, I would have had it in parenthesis.

REPRESENTATIVE BARNES

I see. Thank you. Any questions? Thank you very much, Mr. Williams.

At this point, we have one additional witness, but I would like to ask whether or not Mr. Geissenheimer or Mr. Coleman wish to respond to anything here today or whether or not you would like to respond in writing later to the Subcommittee. I leave that open to you, and the Committee is at your disposal.

HAROLD GEISSENHEIMER

I have some additional information that the Committee requested on Friday concerning the new type of computer system for polling our bus radios. I guess I have to begin by saying that we really have to sort out that there are several different types of communication systems that have been talked about here today. Mr. Williams has been talking about our train phone communication system on our rapid transit system, which is an induction system that goes through the power distribution network of the third rail. We appreciate the efforts of an employee like Mr. Williams in reporting defective equipment and seeing that something is fixed. We have to have that information to begin with. That particular communication system will be replaced over the next several years by a two-way portable radio which he will carry on his person. So that is the communication system for the rail rapid transit.

On the bus system, as I indicated to you on Friday, our radio system has just now, this past weekend, become complete as far as installing radios on all of the buses. We do have the situation in

that our system is new and unique in that there is no other place in the United States, or really in the world, that has such a comprehensive and complete arrangement of radio, silent alarm, and location devices. So, when a driver has these facilities available to him, he has a great deal more and we are happy that we have been able to perfect...that than would otherwise be available to most other bus drivers.

To test that system every day by manual means is not possible. I would like to say that we do have a way of testing in the evening hours periodically as Mr. Barr outlined for you on Friday for the buses that are out later in the evening. We have supervisors that also insist in doing that later in the evening, and we will make a substitution for a bus that doesn't have a working radio or no radio during the evening hours. But even at those hours, it is not possible to even manually test the silent alarm individually by each bus driver because even for the evening service it takes 30 seconds per bus to do that, and the capacity of the number of channels available makes that...it is just beyond the ability of any radio system to do that. To correct that, we have been working with the Motorola Company to develop a system which will have many features. It will use a PDP-1104 digital computer. It will allow us to constantly poll each bus radio for the bus number, the run number, the location, the alarm, and even whether or not the driver has started on the run. In other words, we showed you that numbers have to be set-in to the run so we will be able to read back on the computer what run number has been set into it. This would help us if we have a bus in a garage; we would be able to locate those buses which were not out on the road, for example. They would not have a meaningful run number, but we would be able to correct that. Now, on the basis of the

computer reports, we would be able to go and have that radio repaired. In other words, that will tell us when the alarm is working or whether or not the location is working. And then we would be able to take the appropriate action with the firm that provides our maintenance service and fix that radio.

There's another feature of this computer that is called "computerized dispatch" which will allow us to do another thing. Right now, if we have a bus that has a defect on it, we send that word out to the garage. We must manually keep track of whether or not the garage has answered that call. Under "computerized dispatch", they will, ...just by typing the entry, it will reappear in whatever period it is set for, thirty minutes or an hour, as a reminder to the man....Now he will appreciate it in a snowstorm if he is busy, he's got a lot of these things, so he can't remember manually how many of these are out and whether this one has been responded to or not. So this same particular installation will do a second thing that has nothing to do with the radio, but which will increase our overall response. We can flag it for any particular type of thing we want. Anything that we put in, it will come back. I wanted to report that to you.

This is being done through the leasing of equipment from Motorola. The hardware delivery should begin this winter. The first unit should be on line in the spring. It has to go through a process of debugging, and hopefully by next...this type of a system would be in working order allowing us every day, many times a day, to check the condition of the radio.

REPRESENTATIVE BARNES

I think, Mr. Geissenheimer, that your explanation comes close to more or less at least in my own mind, what the Committee was trying to

get to in terms of your capabilities of being able to know what hardware that you have on the street is workable. I know,...I realize, that there is not a simple solution to the problem, but if you have, and I am just guessing, four or three thousand units, you must have the capability of knowing whether or not they are functional. And I think your explanation has just answered that.

MR. GEISSENHEIMER

I would also like to comment on a couple of other items that I think are positive in their nature and which perhaps must be explained. I mentioned on Friday that the CTA over the years has not had all of the capital money available to do all of the things that might otherwise be construed as being necessary for that system. And two items were mentioned here today. The question of alarms in our stations. Most of our stations do not have alarms in the booth. That's a matter of fact. Of course, our system was built in 1893 when there were no alarms. There are...times have changed. We have pending now and actually underway a capital grant program. It is funded for a portion of the alarm. It is not funded for all that it will take to put an alarm and detection device in each particular station. That is something that is going on, it does have its initial funding, but we cannot in 1978 rectify the fact that something was built in 1893 without that. It will take some time to do that, and I want to reassure you that that is going on in a prudent management of our own resources. We want to have the alarm as much as anyone else does. On the other hand, we do not have the ability to take out a blank check and sit down and suddenly write a check for every single alarm in every station and say that that will be installed by tomorrow. That's part of the

available funding that's available for all transit needs. Each one is important.

By the same token, on platform lights, the original elevated system has a D-C lighting system that is related to the third-rail power distribution. It is not current in 1973 and 1978...we have pending and underway new lighting for our rapid transit stations. There is a demonstration of that particular type of new lighting up at the Davis Street Station, and Evanston happens to have the higher type of lighting. But, again, we cannot in 1978, in one day, go back and change every D-C light in our system that was installed as far back as 1893. But we want to tell you that there is a program for replacing that lighting and making A-C installations. In certain neighborhoods, in certain places, we have made some temporary installations of A-C lighting, partially to correct the particular situation. And, again, that comes back to us trying to be responsive.

Now, I want to end on this note. The CTA has nothing to be ashamed of, and the management of the CTA has nothing to be ashamed of in the handling of its employees or its riders. We respect our employees; I am an employee, he is an employee. I hope that we like working with each other. I have never met a person that I have worked with that I have not liked, and I hope that there are not too many that have not fitted into that description in the reverse to me. Now, like Chief Johnson, we need to be told when something needs to be corrected. We have listened today to many remarks about many things that are alleged to have happened. Many of these things, I believe, did happen over a long, long period of time. I do not know that they happened this year, this month, or this week. We attended a

very fine meeting out at our 52d Street bus garage and we listened to the comments of some very senior, and very respected drivers out there, and it turned out that we were talking about something that happened on Christmas Eve several years ago, right Rick? And that was an important issue to the particular driver involved because he was there. Even today in 1978, that is what he remembers. This is to be human; I would remember the same thing.

Now, I make this request again to all of our employees and to the riding public as a whole. First of all, we do meet once a month with the members of the Amalgamated Transit Workers who are responsible for this problem. We have a place, a forum, where the unions can come in and say that on such and such a day, such and such a thing happened and it was not taken care of in a way we believe to be correct. Like Chief Johnson, we have many employees. We have our own guidelines and rules for those employees. We would like to know if one has not responded to the request of the driver or motorman correctly. But again, like Chief Johnson, I have to tell you that we have had no such remarks back from the Union in that way. So we need to know that the "line" has not responded, which part of the line, Jones, Smith, Watson, or who. And we have not had that feedback. Now, we don't need to wait for a monthly meeting. Mr. Coleman has, and I would like him now to just begin to describe his openness and how he is able, when the Union has...where any employee, it does not need to go through the Union, has a particular thing and they say "say, such and such happened to me last night, what can you do to find out what happened?" And Vic, tell them about the working experience of correcting some of these things.

VIC COLEMAN

I'm Vic Coleman, Director of the CTA Security. I don't think, as a matter of fact, I know there is no one in this room who will say that I do not investigate thoroughly and immediately any accusation that something did not go the way they thought it did. And I am sure that Mr. Hall would be the first one to acknowledge that. And I mention him because I started working with him sooner and longer than with anyone else in this room, he being in the Union.

As Mr. Geissenheimer just said, we have a monthly meeting, scheduled meeting, either arranged or planned, that is the location of the meeting, by the Union or management or the police department. The police department usually will not suggest where we meet, we will tell them. At that time, any problem that has surfaced since the last meeting or pattern that has developed, we talk about it along with anything else that pertains to safety or whatever.

We also...I have some people in the CTA security, who, incidentally, report directly to me, who carry on the same type of liaison with all of the suburban police...that we operate in some,...in more than 30 of them. We have met, to date, in every police district in the City and in some more than once because we find that more problems happen in these districts. We have met at the police stations. We have seen their facilities; any part that we want to see or request to see. We have met at the Merchandise Mart where office facilities are open to anyone, any employee that wants to see it. We also meet at the work locations, the different work locations.

Anyone that the Union may suggest, we will meet. So we do carry on this line of communication that is important to surface any problems

that might occur that either management or Union or the police department thinks needs any special attention.

REPRESENTATIVE BARNES

Representative Skinner.

REPRESENTATIVE SKINNER

Yes; I would like to know why there are silent alarms on each one of the buses, but not in the places where the tickets are sold, the tokens are sold? It would seem to me that there would be much more money at a fixed location than there would be in a moving location, and equal danger.

MR. GEISSENHEIMER

The buses were built in 1975, 1976, and the ticket agent booths were made in 1893. And so it is the process of catching up with the rapid transit system.

REPRESENTATIVE SKINNER

When a window is broken, a glass window is broken, is it replaced with plastic?

MR. GEISSENHEIMER

I am not exactly sure, now, in each type of installation we are using various types of protective material in various types of booths. All of our booths are not identical, and I would have to come and talk to our plant maintenance people as to exactly what type of a thing...I don't think we would be talking about a plastic window, per se, I couldn't quite hear that question, maybe...

REPRESENTATIVE BARNES

I think...I think what they are talking about Mr. Geissenheimer is...

MR. GEISSENHEIMER

...the bars rather than...

REPRESENTATIVE SKINNER

No, but he said that one of the windows was broken and the seller, the ticket seller, was hit by flying glass. Now, you can certainly eliminate that danger by putting plastic in.

MR. GEISSENHEIMER

There are places where plastic might be appropriate (end of tape) ...or had it fixed. I'll check with our plant maintenance people about that.

REPRESENTATIVE SKINNER

But I haven't broken it since.

REPRESENTATIVE BARNES

Let me...

REPRESENTATIVE SKINNER

I am also interested in...I suspect that the bus drivers and motormen will feel much more secure after the computer is in operation, checking the silent alarm every two minutes, but, that we learned last Friday; but, last Friday I went away with a mistaken impression that the TV surveillance would be a lot more pervasive than has been indicated this morning. Instead of going with the best system possible, might not it be possible to emulate small stores that are open all night long where a photograph is taken every so many seconds. At least...

MR. GEISSENHEIMER

A photograph is not transmitted anywhere, though.

REPRESENTATIVE SKINNER

No, it is not transmitted, but at least you've got a chance of

knowing who did it!

MR. GEISSENHEIMER

It has to be transmitted.

REPRESENTATIVE SKINNER

It has to be transmitted?

MR. GEISSENHEIMER

Well, if you're going to...there is a small installation that has... we just had a demonstration here a couple of weeks ago..,that has been installed on two or three buses in San Diego where the camera is mounted over the driver's head,and the camera takes a picture every "x" number of seconds,or minutes, I guess it can be adjusted, of the people on the bus. It's like looking at an old kaleidoscope, or whatever they call it,... it's just like flipping over something; it is not aimed at the bus driver or the front of the bus. It is over his shoulder in effect. San Diego has been experimenting with that. It is something that,we had it demonstrated here, and we are still...I think that is almost what you are talking about.

REPRESENTATIVE SKINNER

Well, except I am talking about higher traffic areas. I'm talking about "L" platforms.

MR. GEISSENHEIMER

It would be this type of camera that you are talking about. This is a fairly new application...

REPRESENTATIVE SKINNER

Well, if the problem is perception, then it would seem to me that the CTA might engage in a bit of perception manipulation. There is

no reason why you can't put cameras, whether they are working or not, at every station in the cotton pickin' system, it would seem to me. I don't know why you have to identify which four stations have something working. And, according to Mr. Williams, perhaps they are not even at the four stations where the crimes are the highest. It just seems to me that that is a long way down the pike and should not be held out as a significant deterrent to crime if you are going to only four stations.

MR. GEISSENHEIMER

I don't believe the CTA responded to that question on Friday. That is a project of the Department of Public Works, and I don't think we...

REPRESENTATIVE SKINNER

All right, well maybe it is just a creation of...maybe it is just a perception in my mind.

REPRESENTATIVE BARNES

Thank you, Mr. Geissenheimer and Mr. Coleman. One of the things that I do want to say, and I guess some of the media had asked me early on, you know, just what this Subcommittee is all about, and I didn't respond to them at the time, and I still haven't really made up my mind as far as that goes. But, one of the things which I see that has come out of these hearings so far is that all of the different entities, the different areas of responsibility that are part of the mass transit system have been able to hear, or able to present what they perceive their responsibilities are so that we can begin to get a clear picture. I agree with you totally that until we begin to get those lines of communication interacting, we can't really begin to get to the bottom of a permanent solution.

One of the pluses that I at least see at this point is that we've had that and now we do have those communications open. I think back to what Chief Johnson said: that he wasn't familiar with ...did not know, and we asked him again just to make sure that he wasn't familiar with the TV camera setup. He just didn't know anything about it. Well, he should, and I'm glad that that was brought out and he can interact now so we can make clear determinations.

So, that's a positive development, and I would not want you to go away, nor would I want the public that is in attendance here now or the press to perceive that this is in any way critical to the CTA because that is not what we are all about. We are here to come up with a positive solution. I don't think we can single out or should single out, let me put it that way, either the CTA, Public Works, Chicago Police Department, or whoever. It is a total picture, a total picture, and, in turn, of the employees themselves, because they also have a responsibility. It is a total picture that we are trying to put together to come up with some solutions.

I happen to think that there are many positives, more positives than negatives at this point in time. We need to make some adjustments, and hopefully we can have those types of solutions or recommendations for solutions to come out of this overall picture. I just want to make that public for the record.

MR. GEISSENHEIMER

We appreciate your interest.

REPRESENTATIVE BARNES

The final witness for today then is Mr. James Killingsworth; is that the name, sir? Would you come forward and identify yourself for

the record. And I would hope, and again, I don't want to seem to be rushing you along, but it has been a rather long day, we went straight through, if you could put what you have presented to me here in capsule form instead of going through the whole presentation, I would appreciate it.

JAMES KILLINGSWORTH

...I have a sheet under there...

REPRESENTATIVE BARNES

You can have the whole thing if you wish, but please capsule it because it is sort of lengthy.

JAMES KILLINGSWORTH

My name is Mr. James Killingsworth. I hope that you can bear with me, I won't be too long. I do have a speech problem, but I will get the words out, though.

REPRESENTATIVE BARNES

Just go right ahead, sir, and continue your testimony.

JAMES KILLINGSWORTH

I am a citizen of the City of Chicago and the State of Illinois. I have been working individually on the CTA security program, not that I am a politician or what have you, but I do have conceptions that would help out the company, as far as the CTA...There should be a mobilization of federally allocated funds or money dispatched to the State of Illinois for implementation of a special CTA police security force comprised of uniformed security officers, women and men, CTA metropolitan transit detectives also, whether you agree or disagree, I will get to that later.

Some security officers probably could be hired from state

security agencies and trained by CTA police security personnel. This will not eliminate or terminate any police security officer working at this present time. The people who...if this program is implemented, the people who are hired for CTA police security personnel should be trained by police officers of the mass transit unit at the Chicago Police Training Center on Jackson Boulevard. There is a need or criteria for a colossal amount or a large amount of squad cars or modified patrol cars. A copy of this appraisal has been forwarded to the Honorable Brock Adams, Secretary of Transportation.

I was here when the Chief of Police and the Captain of Police were here. This pertains to their comments. Number One. The Chicago Police should be the overseers of the CTA police security personnel department. They will be the off-duty police officers that the Mayor mentions,...or provided by the City. They will be working too long and too many hours. The Chicago Police Officers will be making too much money and depriving people of jobs that they can be trained to do or perform. The CTA police security personnel department can be a supplemental department to the Chicago Police Department and its mass transit unit. The off-duty police officers can help supplement the CTA police security personnel department in their job strategies. The CTA police security personnel department can or should hire about, so far at this time, seven hundred to one thousand three hundred men and women along with detectives from the streets of the city and have them trained by the CTA's mass transit unit and their officers.

The Chicago Police Department will be the overseers like I mentioned. The allocations will be provided or should be provided

by the RTA and CTA. Also, the RTA allocates to the CTA a hundred and seventy-nine million dollars. The City should furnish funds to the mass transit unit and to the off-duty police officers since they are hollering about a raise or an increase so far in pay. These officers are to train the officers and detectives of the CTA police security personnel department. The off-duty officers of the Chicago Police Department should get about a one thousand dollar raise for what they are asking as of now for the training and support of the CTA's police security personnel department. They can be affiliated, they will then have coherence. This program will help alleviate unemployment and many crimes on the CTA. Many people will have an opportunity to work and help stem the increase in crime.

The CTA police security personnel department will then be under the supervision of the Chicago Police and Superintendent James O'Grady and also under the ranking or commissioned officers of the CTA police security. The CTA police security personnel department should wear uniforms, patrolman state certification city shield or a state shield or a state badge and equipped with accessories such as radio, handcuffs and gun, even. Patrol vehicles equipped, ...armed patrolmen with radios, CTA detectives with badges identifying CTA investigator. This will increase the quota of 78 men.

As of now, the CTA riders are complaining and insisting on CTA security protection on bus routes and stops, "L" platforms, underground subways, also "L" trains, and buses. The riders and recipients of CTA services elaborated on Channel 2 news that the City should hire more Chicago police officers and increase and hire more CTA-RTA police officers and detectives from the CTA employment office. Alderman Burke

stated that CTA should tighten up on its security. So far, I have here 192 robberies. Riders are not confident in CTA services. The bus operator's radio could be of assistance to a CTA police officer when it is working or when it is operable. The dispatcher at the Merchandise Mart Building, he still informs the Chicago Police by telephone.

I have here something from Washington. "Dear Mr. Killingsworth. The proposal which you have forwarded to Secretary Marshall to train an employee CTA police security personnel has been referred to my office for appropriate action because it concerns employment and training. Such a proposal may be accommodated under the CETA, Comprehensive Employment and Training Act." So far, I have also contacted various groups in the Chicagoland area and the vicinities in our area. Mr. Samuel C. Burnstein, Mayor's Office of Manpower, 180 North LaSalle Street, Suite 800, Chicago. It says here, "thank you for your interest in employment and training programs." This is by Mr. Howard H. Wheat, Associate Regional Administrator for Illinois Unit.

As we all know, the CTA security program here and the suggestions of what to do is in a great turmoil here; but as time is going on now, the thing is that what is being propagated not only by me, or various unions, or people, is that the City is getting in a worse turmoil about securing CTA here. But, as I myself not only speaking on my own behalf, the unions, also, and the people, and the recipients of CTA services, the benefactors that ride or commute to and from work or whatever, we are the taxpayers and we should be granted some type of deployment of money from the federal government, even from Brock Adams, Secretary of Transportation, to implement a program to have a safer CTA system in

Chicago and protection not only for the passengers but for the employees as well.

The main thing is, I am not going to say at this present time, but the National Safety Board and the CTA here is working on the problem of handicapped people boarding the "L" trains. At the present time, those contours at the house in which I live or where I reside at...but that will be presented to Chicago Public Works Department by me. Coming here I might be, as I said, not well known or what have you, but I am getting tired of actually talking because I have contacted the Illinois General Assembly, whether you have heard of my name or not, Mayor Bilandic, Public Works, CTA, James J. McDonough, I have contacted everyone that is affiliated with having the power to do something to implement a program on the synopsis that we are talking about now. Thank you.

REPRESENTATIVE BARNES

Thank you very much, Mr. Killingsworth. Please submit the material that you have to us, and it will be incorporated into our records. We appreciate your coming forth today.

This brings to a close today's meeting of the Subcommittee on Transportation. There are just a couple of clean-up things that we will be doing, but we will recess this hearing to the call of the Chair to a point in time in the future. We will be going over the information that has been requested. We will be requesting additional information and will try to digest that and have an executive session and decide at that point whether or not we will have additional public meetings and will have some recommendations for the General Assembly.

I would like to make it clear that there was one request that we made today that we received, Representative Cal Skinner made, that we

received no response to, and I think you as the public on this very serious matter should know that. One of the questions that has been raised, that is consistent with what we heard here today, is prosecution of these various violations that occur on a transit system. We did make a request to Bernie Carey, the State's Attorney, September 7, and he did not respond to that request. I have requested of the Staff of the Committee to make additional requests of Mr. Carey from myself as Chairman, and hopefully in the future we will have some comments to make relative to the prosecution responsibility that is involved in the overall picture.

On that point, we will recess this meeting to the call of the chair. This meeting stands in recess.

END