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By Lynn Emmerman
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AN AUDIT OF the recently disbanded Chicago Transit Authority security force has shown it to be a "wasteful, ineffective system run by people who don't know what management control means," Chicago Police Supt. Richard Brzeczek said last week.

In an interview with The Tribune, Brzeczek discussed the failings of CTA security and outlined his plan to clean up the transit system.

"We have to start from scratch before we can even begin to determine how bad the employe theft problem is," Brzeczek said. He said CTA security had virtually no procedures to check up on suspicious "L" train fare collectors and bus drivers, and had no plan to monitor the distribution of the CTA's consumable supplies like gasoline and transfers.

"We have good reasons to believe that employes have been skimming fare monies as well as stealing transfers and other supplies and reselling them on the street," Brzeczek said.

THE AUDIT disclosed other problems that plagued the transit security force, including "misassignments of officers." This resulted in inadequate security protection in crucial areas such as CTA fare-counting headquarters, which handles an average of \$700,000 a day, and heavy security at other, less valuable CTA properties such as storage garages, he said.

The police department began an ongoing audit of CTA security Monday after Mayor Byrne moved to eliminate the 106-member transit security force and

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transfer its responsibilities to the police department.

Brzeczek said he welcomed the extra responsibilities but that he expects the CTA to pay for the police-provided security. He said the CTA should reimburse the police department much in the same way that the airlines pay for the flight screening officers assigned to O'Hare International Airport.

THE YEARLY cost for police-provided security at O'Hare is \$1.5 million. The cost for transit security and the number of officers to be assigned to the new transit unit has not yet been determined, he said.

The police department's new responsibilities, formerly those of the CTA security force, include guarding CTA buildings, protecting money counting islands and the central counting facility, responding to transit traffic accidents, and riding the system to check for problems.

Protection of CTA riders always has been the responsibility of the police mass transit unit. Police sources said that mass transit officers who allegedly neg-

lect their duties are currently under investigation as part of the department's plan to clean up the transit system.

ACCORDING TO Brzeczek, other points of the plan include:

- The installation of surveillance cameras in 10 "L" stations on the Howard-Englewood line by May, 1982. The cameras, which are equipped with two-way speakers and push button phones, are monitored by police at communications headquarters. They currently are operating in four South Side "L" stations as part of a pilot program. The CTA board voted to install the additional cameras last year.

- A streamlined emergency communications system for bus drivers and "L" train motormen. Their emergency calls for police aid now must go through four CTA controllers before police are notified. The new system will locate the vehicle in trouble and notify the proper police communications dispatcher in two simple steps, cutting police response time in half.

- Hiring bonded CTA workers who will handle fare box money and free security officers for more aggressive patrol activities.

- Establishing a procedure to make transit employes accountable for their use of CTA supplies. Brzeczek said that this should stop the "hot transfers that are flooding the street."

POLICE AND the Office of Municipal Investigations are investigating complaints that transit employes are running gambling operations and selling and using narcotics on CTA property. In several cases, the complaints appear substantial and could result in indictments, said OMI Director James Maurer.

- Chicago Transit Authority mounts an ad campaign to remind its riders that dollar bill no longer will be accepted, and the RTA restores five trains for commuters. Page 5 Sec 3

One high-ranking CTA official, who asked not to be identified, voiced skepticism about Brzeczek's plan.

"I don't see how this changeover will help the CTA. We have enough financial troubles as it is without having to pay the Chicago police for a new transit security unit that's no more effective than the old one.

"The police department has had the unit only five days and already they've got trouble," he said, referring to reported vandalism of eight CTA bus fare boxes in the Lawndale Depot late Thursday and early Friday. The incident was the first reported property crime against CTA property since the police took over transit security.

That incident resulted in surprise inspections by Chicago police of 1,100 bus fare boxes in 10 CTA garage fare-counting areas late Friday.

Drivers are required to deposit their fares in vaults at the garages before parking their buses. But police found that almost half the fare boxes that had supposedly been emptied still contained money.

Officers recovered more than \$1,000, mostly in dollar bills that were stuck in the top of the boxes. The bills, which were protected by only the glass top of the fare box, were very vulnerable to theft.