—Black Gay activists

Continued from page 1

smiles at the audacity of this reporter to question his gayness, says, "I wish I was straight sometimes. Being gay is just too complicated.

"I think the worst part of being gay is dealing with another male attitude and another male ego. There is this underlined feeling that his manhood is being threatened."

Questioned about his pride in being gay, Bob replies he's not ashamed, but he's not proud either. "I just basically accept it," he says.

Bob, typical of over 40-50,000 black gays believed in the city, acknowledges that being gay doesn't make him any less of a person.

"I'm a man, servant of my country, free-lance designer and many things."

"Being gay has never made me stop loving women," says Daniel Hikings. "I just look at them differently. It was they who really forced me to this type of lifestyle."

Hikings, anxious to talk about his involvement with gays in the setting of low lights at one of downtown's most elegant restaurants, recalls moments at discos when asking for a dance from a pretty black "sister" and she laughed at him.

Considering himself a fairly nice-looking guy, he felt rejected after two or three incidents of the same.

"Going to a gay disco, I was never met with those uncomfortable rejections," he said.

"Black women want to experience the elegant, the luxurious, the limelight that I and I'm sure other black men weren't able to offer them. I just wish they were more understanding instead of so hardcore."

Clarence Hill attributes the belief that black gays are meticulous and perfectionist to the fact that they must strive harder for achievement, especially if they are open gays.

"Blacks have been in the closet longer for obvious economic reasons. They are the first affected. It's one thing to be black, but to be black and gay?"

"Black gays are cautious and play it down, and then there are those who are flamboyant as a form of expression of acceptance. Pressures are gone and a more understandable contentment is among them."

Charles, as he calls himself for the reporter, says he is flamboyant because it's rebellious.

"For once I'm doing what I want, and I know so many people do not like it. I don't give a d—n! I'm tired of having to meet standards people themselves don't live up to. Just look at the religious folks, they do more sinning than I do.

"I don't curse, smoke or drink and most religious folks I know do. They lie and many steal, but to this day, I have not done either, maybe lied once or twice."

At Joe's bar, there is a general consensus that gay is the way, but over at the bar across the street and around the corner, it's just another way of life and fine; besides, as the 10 men in this straight bar laughingly acknowledge, "to each his own."

—Subway

Continued from page 1

nearby lots, disregard the numerous buses available around the city, and experiment with the new Metro.

Still, there are enough reasons to be optimistic. First, and foremost there is curiosity. Secondly, the $797 million transit operation's design has borrowed heavily from existing subway structures, both in the U.S. and abroad, and instituted several unique features of its own.

By designing a subway that is efficient, certain lavish trimmings have been sacrificed. Neither fancy nor cozy, the Metro will move large volumes of people in and out of the northwest corridor fluidly.

Each station is made of concrete and metal and the platform is wide enough to accomodate rush hour traffic. By tapping into the city's fire department, a sophisticated fire network exists along the entire rail.

There are no secluded cubbyholes for squatters or starry-eyed lovers. But there are surveillance cameras and intricate intercom hook - ups to discourage cime.

The Metro has survived political bickering and alleged racial improprieties. Perhaps it will outlast the public uncertainty.

Eighteen years have passed since city, state, and county officials outlined an ambitious 72 - mile subway system. What was once a mammoth transportation project, dwindled to a 23 - mile stretch by 1971. Today it is barely a tenth its original design.

Scheduled, in the mid-sixties, to extend from downtown to neighboring suburbs, the line currently runs as far as Reisterstown Plaza.

By 1987, three additional stops will be added, carrying residents as far as Owings Mills.

The Metro is a computerized system that relies heavily on human input to operate its complex gadgetry.

From the Operations Cnartol Center, above Lexington station, rail supervisors track each train's progress, controlling speed, and directing the underground traffic network.

Will the public get excited as the opening day ceremonies, set for Saturday, Nov. 19, approach? The MTA plans to whet the appetite by staging a week long series of activities prior to the Metro launching.

Starting on Monday, Nov. 14, Reisterstown station will host a promotional festival. Each day the activities will proceed to the next subway stop winding down at Charles Center.

During that time, for a few hours daily, the subway will accommodate passengers free of charge. The state is going all out to win some friends and a vote of confidence from a public disenchanted with the city's transportation system.

—$ multi-million

Continued from page 1

tough to make the 15 percent minimum on a project like this," Fellner said.

Arnold Jolivet, the MMCA president, said he had a "firm commitment" from Fellner to commit 25 percent, but not 40 percent, of the contract to minorities.

But he said the agreement is a verbal one.

"There is nothing in writing or anything, just a mutual agreement between us."

The MMCA received a similar setback in June. An announced agreement with Caltec, the Schaefer administration's cable franchise choice last spring, fell through when City Council rejected the cable company's franchise bid. Caltec agreed to set a 55 percent minority inclusion target while building the city's cable television network.

But several councilpersons said they voted to oust the Caltec bid because they suspected the 55 percent minority involvement target would never be reached.

They were particularly concerned about the MMCA's inability to secure the inclusion agreement in writing.

The controversy centers around a $65-$70 million development complex slated to get under construction within a month on Light street next to the McCormick spice building.

The complex is to house a 170-room hotel, 200-condominium apartments, a 700-car garage, a health club and space for retail shops and offices.

The project is expected to be completed in two years.

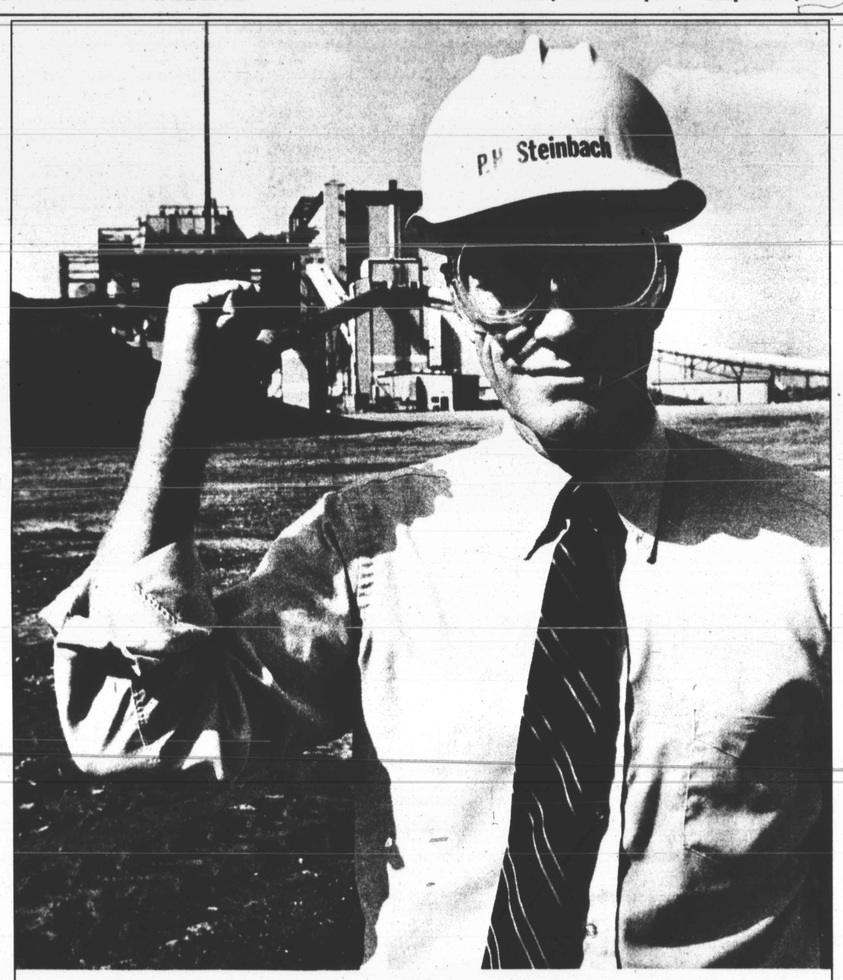
The turn of events could result in an additional embarrassment for the MMCA.

The contractor's association has planned a $12 per-plate luncheon in Fellner's honor for noon on Monday at the Convention Center. According to Hanford Jones, the MMCA's executive director, the reception was set up to honor Fellner and the 40 percent agreement.

Jones said he was present at a meeting which took place between MMCA president Arnold Jolivet and Fellner in which the 40 percent figure was reached.

"It wasn't ever written down but that was the understanding. Now I know why it was never written down," Jones said after being informed of Fellner's disavowal.

"I was under the impression that the only reason we were honoring him (Fellner) is that he was doing something unprecedented," Jones said. A 40 percent minority inclusion on a project of this size would have been a first in Baltimore, Jones said.



"OUR NEW COAL-FIRED BRANDON SHORES PLANT MEANS MORE LOW-COST ELECTRICITY FOR CENTRAL MARYLAND."

"...AND IT VIRTUALLY ELIMINATES OUR DEPENDENCE ON EXPENSIVE AND UNRELIABLE FOREIGN OIL."
Paul Steinbach, Manager, Brandon Shores Project

Located on the Patapsco River in Northern Anne Arundel County, and scheduled for start-up next May, BG&E's new Brandon Shores plant will benefit our customers, and our State.

Planned since 1970, and under construction since 1973, the plant was designed to use oil as its primary fuel, but with the built-in capability for a conversion to coal using modern pollution control technologies.

Such advance planning made it possible for BG&E to commit the plant to coal, a decision made after the oil crisis of the 70's raised serious questions about the future availability and price of imported oil.

Teamed up with our Calvert Cliffs Nuclear Plant, plus the Crane Power Plant which was recently converted to coal, Brandon Shores will make BG&E virtually independent of foreign oil.

What's more, this new plant will provide the electricity necessary to meet peak needs. Because of record demands this past summer, BG&E generated higher cost electricity at oil-fired plants and purchased power from out-of-state, all at greater expense to customers.

Just as importantly, Brandon Shores assures an adequate, competitively priced, supply of electricity for future commercial and industrial growth that will provide greater job opportunities for our citizens in a rebounding economy.

For all of these reasons, Maryland's present and future look brighter because of Brandon Shores.

BALTIMORE GAS AND ELECTRIC

Who says only small girls can wear knits? This gray and white knit outfit is especially styled for the larger woman.

Unusual evening top is the gray sweater decorated with bulge beads.

By June Chaplin

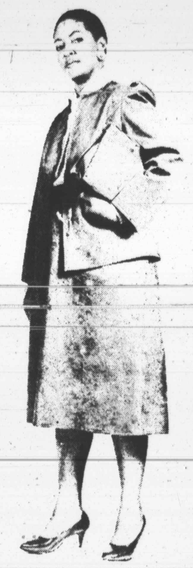
It used to be that the best of everything in a fashion was designed for the middle range of sizes. If you were bigger than that you wore cautious, conservative colors, vertical stripes and so on to play down your size.

And you dieted. Or, anyway, everbody said you should diet.

But the truth is that some people are meant to be big, and they look terrific that way, and the last thing in the world they should do is fight it or try to hide it.

The jacket shown here, of leather as soft as butter, is cut to fit big, beautiful women. Or knit dresses. (Knits used to be out for big women.) Or the dolman sleeve sweaters pictured here, one of cashmere for day or evening wear and the other, beaded, for evenings. Or the black dress topped with a dramatic chiffon cape.

All the clothes on this page are from Pauline Moses, Inc. The models are Mandy Bynum and Felecia Roberts. Stylist: Sheri Dunn.



She's ready for a day at the office in washable blue ultra-suede suit.

Pleasingly plump and beautiful

Navy cashmere coat is worn belted.

Beige cashmere pullover has dolman sleeves and could be worn for both casual and for dressy occasions.

Black dress has a chiffon cape for an unusual effect.

The gray suit on left has flanged shoulders; red suit on right is worn with a black blouse.

It's a mini or it can be worn over pants. The sweater is of navy wool.

The big beautiful woman on her big night out. Left is a black chiffon dress with a black and gold jacket. Right is black shift-style with silver sequins on the sleeves.