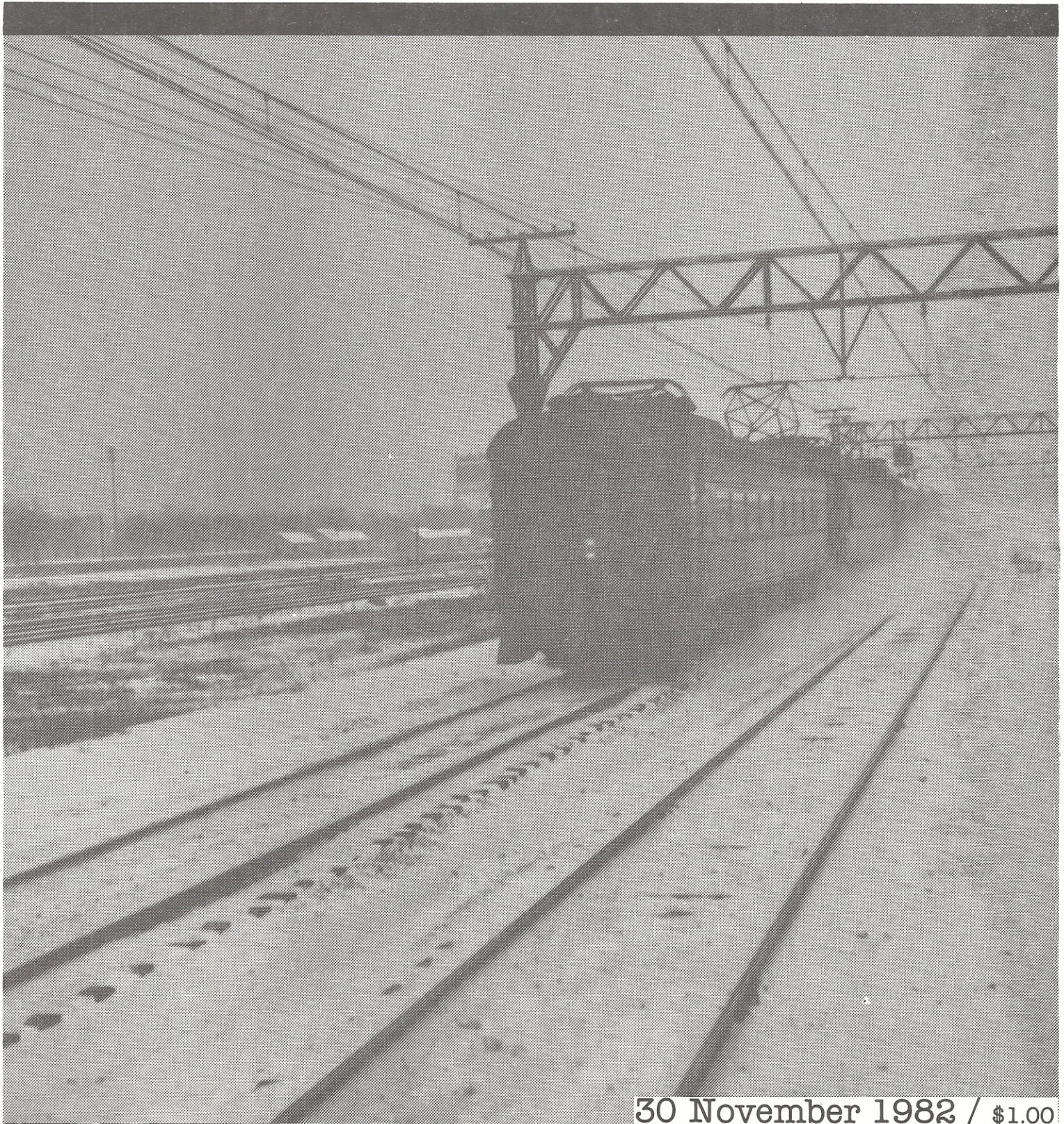


Transport Central



30 November 1982 / \$1.00

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*The temperature is hovering near zero, and the snow is flying in the wake of a four-car Randolph Street-bound South Shore train.
[George Adler photo, from Bill Shapotkin]*

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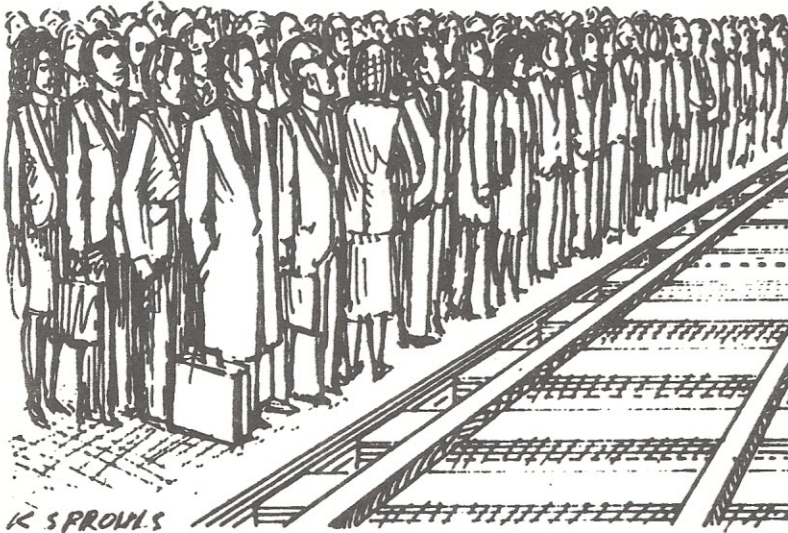
Published 24 times yearly by Transport Central,
5701 Marina City, Chicago, Illinois 60610.
312/828-0991. Annual subscription: \$24.00

A NOTE FROM THE STAFF: Notwithstanding the cover date (this edition is being put to bed December 15), this will be TC's last outing for 1982. We have had (as usual) a number of problems this past year, largely in our circulation department. Hopefully, the New Year will bring a speedup in our chronic tardiness; with this mailing our subscribers should have a complete set of all issues put out during the year (14: in order—15 Jan, 30 Jan, 15 Feb, 28 Feb, 15 Mar, 30 Mar/15 Apr, 30 Apr/15 May, 30 May/15 Jun, 15 Sep, 30 Sep, 15 Oct, 30 Oct, 15 Nov, 30 Nov); should any of these have escaped you, please contact this office for a replacement. Next year, in an effort to achieve a better standard of regularity, we are changing over to a new frequency system, the details of which will appear in this space in mid-January. With the new system will come an overhaul of the price structure as well, with generally lower tariffs prevailing.

TRANSIT

□ Countdown to Chaos

[From Gerry Williams' "SEPTA Scene", December 1982 RAILPACE Magazine]



■ One of the problems of SEPTA-watching is trying to figure out just what is going on. SEPTA is like an iceberg—90% of the real decision-making is done out of sight. And even when public statements are made, it is often hard to figure out whether an official is voicing SEPTA policy or simply expressing his own opinion. With the current situation involving the post-ConRail transition, SEPTA-watching becomes even more complex. With the cast of characters now expanded to include the rail unions, local politicians, the business community, and government at various levels, the magnitude of the problem expands...

SEPTA's established position is that a shutdown of the rail commuter system is preferable to continued operation under existing railroad work rules and labor agreements is clearly political in nature. It appears that SEPTA is being backed both by the present state administration in Harrisburg, as well as by the Reagan administration in Washington, in its showdown with the rail unions. The Northeast Rail Service Act of 1981 (NERSA), which requires ConRail to be out of the commuter operations picture by the end of 1982, mandated that SEPTA and the other commuter agencies which would be assuming responsibility for commuter service deal with the existing railroad unions. NERSA also set up a fact-finding mediation process by which problems between the commuter agencies and unions could be resolved. SEPTA, however, has been very loose in its interpretation of NERSA. We have obtained a copy of the initial submission made to the fact-finding panel by the Commuter Services Corporation. Although CSC has bowed out of the picture, this submission is still the basis for SEPTA's current position. CSC and SEPTA took the position that the need to cut costs takes precedence, and since labor costs were the most readily containable expense, SEPTA feels that in the absence of a negotiated agreement with rail labor, it should be free to redesign work

rules and pay scales as it sees fit.

Included in this initial fact-finding submission are a number of interesting facts. The average annual salary costs for ConRail crew members is currently \$61,463, compared to an average of \$26,409 for SEPTA employees. The high commuter train salaries arise, in part, out of the traditional railroad practice of basing pay on both an hours-and-mileage basis, and with overtime rates being paid once either hours or mileage exceed certain minimums. Using the ex-Penn Central Manayunk line as an example, a conductor who actually works 37 hours and 10 minutes a week is paid for 69 hours and 54 minutes a week, for which he receives \$764.27 in gross pay and \$343.92 in fringe benefits.

SEPTA also does not want to be bound by traditional railroad craft restrictions. Beside the operating unions, there are 13 different unions representing non-operating employees, each of which with very closely defined job classifications. SEPTA, in its transit operations, is used to dealing with only one union, the Transport Workers Union, on the City Transit Division; and the United Transportation Union on the ex-Red Arrow Suburban Division. While SEPTA does not go as far as to say it wants only one union representing commuter rail employees, SEPTA does make it clear that it wants all operating employees able to perform all jobs, and that it does not want to be bound by non-op craft restrictions. For operating employees, SEPTA wants to be able to schedule split-shifts, pay employees only for time actually worked (and not for miles traveled), use road crews to perform yard work, employ part-time workers, merge all workers under one common seniority district, and have operating employees perform some of the inspection and other functions currently done by non-ops. SEPTA wants similar changes covering non-operating employees, including a common seniority district, flexibility in work assignments, and elimination of contractual restrictions on the use of outside contractors.

SEPTA appears to have made no effort to negotiate the changes it wants with the rail unions. The mediation panel itself has been critical of SEPTA's unwillingness to enter into any meaningful negotiations. The public position of the rail unions has been rather inflexible, but this may be a reaction to SEPTA's unbending position. The possibility that the rail unions might be somewhat flexible is shown by the recent agreement between Amtrak and the Brotherhood of Locomotive Engineers, covering engineers in the Corridor. That agreement eliminates mileage as a basis for pay, and puts engineers on a straight hourly pay system. It does seem quite possible that SEPTA does not want an agreement with the unions; it appears that SEPTA management feels that in the absence of a labor agreement it can go ahead and do as it pleases. A shutdown of the rail commuter system for several weeks to several months after January 1 is the price SEPTA feels has to be paid to remake the rail system as SEPTA wants it. And the closer we get to January 1, the more likely a

shutdown appears.

SEPTA did replace ConRail ticket-sales employees with an outside contractor on November 1 on the ex-Reading side, and much to most observers' surprise, the Brotherhood of Railway and Airline Clerks did not stage any job action over the change. The ticket office at Reading Terminal closed at 7:00 p.m. on Saturday, October 30, and all outlying agencies closed at 9:30 a.m. on Thursday, October 28, to allow ConRail to close out the books on its activities and remove its property from the stations. The stations reopened Monday, November 1, staffed by employees of Blue Ribbon Services, under contract to SEPTA. Two stations, Olney on the Fox Chase line, and Langhorne on the West Trenton line, were not reopened; the buildings are owned by ConRail and SEPTA was unable to work out an agreement for their continued use. Three ConRail operators remain assigned to Reading Terminal (at least to the end of the year) to write train orders, since the Blue Ribbon Services employees are not authorized to do this.

SEPTA has posted notices for hearings on a proposed discontinuance of service outside the Commonwealth of Pennsylvania, and on the possible permanent shutdown of the commuter rail system. The hearings on a permanent shut-down are viewed as a last-ditch position for SEPTA should everything else fail, but SEPTA does seem serious about ending interstate service. There seems to be a strong belief on the part of some SEPTA officials that if SEPTA were a strictly intrastate operation, it would be exempt from the Railway Labor Act. Service to Trenton and West Trenton in New Jersey; and to Wilmington, Delaware, would be eliminated, and existing through-fare agreements with Amtrak would be dropped. Nothing will happen before the end of the year, but assuming service does shut down on January 1 it is quite probable that service to New Jersey and Delaware will not come back when the rest of the system is restored.

□ Atlantic City Update

■ Throughout the summer, New Jersey Transit and the state Department of Transportation had been promising a decision on the future of Atlantic City rail passenger service would be made by early October. Early October has come and gone, and the only decision that the state has made has been a decision not to decide. The state's plans through most of 1982 had been based on attracting potential private investors and operators who might take over and develop service in the Atlantic City-Philadelphia corridor with, at best, a minimal investment of state funds. By late September, it had become obvious to the state that its efforts to attract a private operator had failed. The state is now reconsidering what options for Atlantic City service might still be available. Although New Jersey is still officially committed to the idea of restoring rail passenger service to the Atlantic City market (it was discontinued June 30 by FRA order because of "poor trackage") it is clear now that nothing is going to happen for quite some time. It is also clear that no efforts will be made to restore any service on an interim basis before a final plan is developed.

□ Decision at Dorchester



■ The 63rd Street leg of the Jackson Park branch of CTA's North-South rapid transit line, once thought to be a permanent casualty of old age (TC 30 March 1982), reopened December 12, after a four-month rehabilitation program which included new trackage (and a new crossover east of University Avenue). Also upgraded were the three stations along 63rd at King Drive, Cottage Grove and University (now the east terminal of the line). Total rehabilitation cost was \$2,200,000.

The segment was shut down March 4 because of the unsafe condition of the 90-year-old Dorchester bridge spanning the Illinois Central Gulf tracks. Since the closure, Jackson Park trains have been operating only to 61st Street (adjacent to the branch's yard), where facilities for turning trains are located. From that point eastward, there had been no crossover switches available for use until the terminal at Stony Island, on the far side of the affected bridge.

Permanent plans for the area (worked out by the city and local groups) call for a full-scale modernization of the structure and stations in keeping with the upgrading of the ravaged area below the 'L'.

The decaying bridge and the structure leading from it to Stony Island Avenue are to be removed (except for a "symbolic" piece at its eastern end). A new intermodal station is to be constructed at Dorchester for joint ICG and CTA use (along with a bus terminal just east of the railroad), and the structure is to be lowered at its new eastern limit to a grade matching that of the 'L' to the west (the structure begins its ascent to clear the ICG east of University).

Tentative plans also call for the present University station to be closed when the new Dorchester terminal is placed in service three blocks to the east. Since the 'L' was constructed with three tracks (the center track was used for storage, but has long been out of service), the stations at Cottage Grove and King Drive will be rebuilt as center-platform stops; fare-collection facilities are to be relocated to street level, perhaps in free-standing structures with retail shops and other conveniences.

The City of Chicago commissioned a study of the various alternatives for the 63rd Street Corridor, including redevelopment of the area itself in addition

to its potential as a transportation corridor. These are some of the conclusions reached by the study:

- Given that the elevated structure and system will be in places as far as University Avenue, service should be extended to the east beyond University to ensure that proximate transit access is provided to the development areas east of the Illinois Central Gulf Railroad and to serve additional ridership by aming an intermodal connection with Stony Island bus routes.

- Restoration of rapid transit service and modernization and refurbishing of the 'L' structure should be made as far east as Dorchester and the Illinois Central Gulf Railroad commuter station in order to (a) provide convenient service to and from areas east of the IC right-of-way; (b) make a reasonably convenient intermodal connection with bus routes using Stony Island; (c) facilitate the development of a single station stop to serve both the elevated transit line and the IC railroad users; and (d) provide an intermodal connection between the elevated rapid transit line and the Illinois Central Gulf Railroad (assuming fare and transfer compatibility).

- The elevated service should not be extended east of Dorchester/IC Railroad because: (a) the development areas east of the railroad right-of-way would already be adequately served with a station stop at Dorchester/IC; (b) an intermodal connection with the Stony Island buses can be conveniently made at the Dorchester/IC station stop; and (c) extension of elevated service and retention of the structure would be a visual and physical barrier which would detract from the development potentials of the large, vacant site at 63rd Street and Stony Island Avenue, particularly if the site is to be developed as a retail center.

- The extension of elevated service to Dorchester/IC must be handled sensitively to minimize impacts on adjacent and nearby uses. The commercial activities, parking and bus turn-around facilities developed in conjunction with the Dorchester/IC station stop should occur east of the Illinois Central Gulf railroad berm.

- A new 'L' station should be constructed at Dorchester Avenue and the Illinois Central Gulf railroad, which would become the terminal point for the Jackson Park line. The feasibility of modernizing and refurbishing the existing IC station on the south side of 63rd Street to serve both IC and CTA riders should be studied by the city, RTA, CTA and The Woodlawn Organization.

- The area surrounding the new station should be upgraded and improved to provide a more safe, convenient and attractive environment for transit patrons and other pedestrians. Special emphasis should be given to improving the IC pedestrian underpass, including the repair of architectural features, new pedestrian lighting, painting, new signage, etc. Long-term improvement plans should consider the provision of convenience commercial uses which typically serve transit users.

- A CTA bus turn-around and passenger drop-off and pick-up facility should be provided east of the Illinois Central Gulf Railroad in a manner compatible with development plans for the large vacant area between 63rd and 64th Streets.

- The 'L' structure should be reconstructed from approximately Kimbark Avenue on the west to Dorchester Avenue on the east. The height of the new structure should be no lower than 3 to 3½ feet below the existing elevated structure as measured at the southeast corner of 63rd Street and Kenwood Avenue.

- The 'L' structure west of Kimbark Avenue should be modernized and refurbished through structural repairs, encasement of columns where appropriate, painting, and noise-mitigating track improvements.

- Following construction of the new transit station at 63rd and Dorchester, transit stations should be reconstructed first at Cottage Grove Avenue and then at King Drive. New stations should be developed at ground level or incorporated into existing buildings where possible. Parking and bus pick-up and drop-off facilities should be provided at these

tion stops, using eminent domain powers to achieve land assembly for such facilities where necessary.

- The existing transit stop at University should remain open until new station stops are completed at 63rd and Dorchester and at 63rd and Cottage Grove. Longer-range plans for the University Avenue station should be determined by an analysis of ridership at both this station and the new Dorchester Avenue station and development trends in the immediate area.

A historical note: The area around 63rd-Dorchester was once an extremely busy transportation "node" (to use the trendy word); its importance has declined with the fortunes of the surrounding neighborhood. Even after the War, two busy Southeast Side Chicago Surface Lines street-car routes terminated in the very shadows of the 'L' on Dorchester, using 64th and Stony Island to reach their tributary areas. Overhead was the 'L', with service through the State Street subway to the North Side and on to Evanston and Skokie. Most IC and South Shore trains paused at the 63rd Street Station; adjacent to the high-level electric line platforms main-line trains to the south and east could be boarded, and Shore Line Motor Coach buses to Hammond, Whiting and East Chicago passed by enroute to and from their terminal at 63rd-South Park (King Drive). Today, only CTA's 63rd Street bus and some Southeast Side service bound for the new University 'L' terminal rumble along 63rd Street. Few IC suburban trains halt here now; the South Shore's area stop has been moved north to 59th Street, and the few remaining Amtrak runs hustle through with nary a pause.

□ Chicago Comment

■ Chicago's Regional Transportation Authority, which estimates it will need some \$900,000,000 more than it will receive in the fare box to operate for the next five years (barring service cuts or fare hikes) has established a priority list for commuter rail station improvements for the next calendar year.

All stations will see improvement of accessibility for handicapped riders, with concomitant upgrading of signage and other facilities for the visually and hearing-impaired.

Union Station in Chicago is targeted for the purchase and installation of standby electrical equipment to protect locomotives and cars when not in use during cold weather (steam-heat connectors have been available for many years, but few electrical umbilicals for HEP trains are in place; all commuter equipment is so configured now [as are all Amtrak cars regularly using the station]). Some existing baggage platforms will be converted for passenger use; a new escalator will be installed leading to Canal Street from the concourse; the existing kiosk on the Adams Street side will be extended to the sidewalk and bus loading area.

Union Station will also have a new stationmaster's office constructed, while North Western Station's trainshed will be rehabilitated and a public address system installed. The historic headhouse of the depot is being razed to make way for a combination office structure and new station; in the interim a temporary facility a block to the north will serve the facility's daily commuters.

All three downtown Illinois Central Gulf stations (at Randolph, Van Buren and Roosevelt) will also be rehabilitated; the latter will be a completely new facility.

On the branch lines themselves, rehabilitation and renovation will be done at: C&NW- West Chicago, Evanston (Davis Street and Main Street), Highland Park, Ravinia, Lombard, North Chicago, Cary, Waukegan (to include a bus terminal) and Berkeley. ICG- Richton Park, Flossmoor and Homewood. ICG(GM&O)- Summit (a new station, combining the present Summit and Glenn stops), and Willow Springs. BN- Fairview Avenue. RI- Vermont Street and 103rd-Vincennes. N&W- Oak Lawn and Palos Park.

■ Another commuter rail station scheduled to be renovated, the classic Kenilworth stop on the North Western's North Line, has area residents in an uproar. The turn-of-the-century station, which boards about 575 commuters each day, will fixed up at a cost of some \$460,000—and that for sprucing up a building at 1,000 square feet about the size of a standard bungalow. The feds will provide some \$368,000 of the total funding, with the RTA anteing up the local match.

■ Windy City Windup: Uncaptioned on page 8 of TC's 15 November issue was an RTA control commuter coach (to illustrate the item about six units being leased to CalTrans for Los Angeles service); credit the Budd Company . . . CTA's restored 1922-era Cincinnati-built rapid transit train was featured prominently in an interesting (but hokey) special on sidelights of Chicago history presented on WMAQ-TV December 11 that included a brief segment on the freight tunnels under the Loop that are the subject of a recent Interurban Press book by TC staffer Bruce Moffat. . . The contractor building the Harlem station on the Kennedy line extension to O'Hare International Airport made the platform too wide—eight inches too wide—to clear standard CTA equipment (as a special clearance car discovered), necessitating some quick reconstruction work. The line is scheduled to be opened as far as Rosemont in February; reconstruction of faulty walls in the O'Hare station will hold back the opening of the last segment of the new route until much later in the year . . . Some elements of the CTA hierarchy are pushing for special Airport Express service on the new route direct from

the abuilding Transportation Center adjacent to the Lake Street tube downtown. Cars used in the special, extra-fare service would have baggage racks; no stops would be made from Lake Transfer in the Loop to O'Hare. (The line is double-tracked throughout its entire length, with regular service on frequent headways; proponents of the service point to the bidirectionally signalled segment of the line northwest of its present terminal at Jefferson Park to ease any logistical problems.

□ Metro Memo

■ General Motors has lost its first U.S. bid to supply articulated transit buses; Detroit's SEMTA chose Crown (building such coaches under license from Hungary's Ikarus) to produce its order (Louisville and Portland presently have such units in service) . . . Congress is apparently well on the way toward frustrating the Administration's plan to phase out federal transit operating subsidies. A new gas tax measure including such aid stands a good chance of passage in Congress next year . . . The Cincinnati Transit Historical Association plans to preserve a former Ohio Bus Lines coach recently operated by Queen City Metro of Cincinnati. OBL, once a Cincinnati Transit subsidiary, went under several years ago . . . The Golden Gate Bridge in San Francisco, over which operates a fleet of modern buses run by the bridge district, celebrates its fiftieth anniversary of groundbreaking next month . . . Lapeer County (MI) will soon be in the transit business, thanks to a state grant expanding its special elderly and handicapped service to a public county-wide network . . . Marquette's new transportation center, housed in a former supermarket, is now in operation in that Upper Peninsula city, serving the local transit system, the county transportation service and Greyhound. A similar transportation center is now open in Grand Haven (MI); Harbor Transit, the area carrier, has expanded from dial-a-ride to regular route operation serving Grand Haven, Ferrysburg and Spring Lake.

AIR

United's Undertaking

■ United Airlines now plans to construct a "radically different" terminal at O'Hare as its portion of the revised \$1,000,000,000 city expansion plan for the airport, which is expected to be completed by 1990 (see map, page 8).

United originally proposed the construction of a Y-shaped terminal similar to the two already in place at O'Hare, but has revised its thinking to a plan that will use two concourses separated by a taxiway apron for planes; the concourses will be connected by an underground walkway.

One concourse, on the site of the present international terminal, will have all gates within 300 feet of the building's front door, eliminating those long walks which have earned the airport the sobriquet of "Cardiac Field". These gates will be used principally for United's busy routes largely carrying

passengers beginning or ending their flights in Chicago.

The second, "remote" concourse, largely for passengers changing planes at O'Hare, will be in mid-field north of the present international terminal; it will be connected to United's main concourse by an underground walkway. Both terminals will have 45 gates between them (United, the "hometown" airline, is the busiest single carrier at O'Hare).

The plan for modernization of O'Hare, which opened to civilian passenger traffic in what is now the international terminal in 1959) includes construction of a new general aviation and commuter terminal on a site presently occupied by air freight facilities southeast of the current terminals. A new 15-gate international building will be constructed between the domestic facilities and the commuter terminal; airline service facilities are to be moved to the southeast corner of the field, and the post office and air freight

terminals are to be relocated to the southwest side of the field.

Other features of the plan include a temporary international terminal in the ground level of the parking garage; improved access from the Northwest Tollway, and a "people-mover" system to shuttle passengers between various locations within the airport complex. Additionally, the existing concourses will be extended to permit construction of more gates, and the cumbersome security screening system now in use will be moved to new locations in widened entryways to the terminal "fingers".

□ Jet Jottings

■ **Equipment Eclectica:** A group of Delta Airlines employees has presented the carrier with a brand-new 767 in ceremonies at Atlanta's Hartsfield International Airport. The gift is a sign of general appreciation and thanks for a recent pay increase. About 65% of Delta's employees signed cards pledging about 2.5% of their salaries to a fund for the purchase of the \$30,000,000 jet.

Finnair is purchasing three DC9 Super 80 jets to replace its remaining Caravelles . . . Flying Tiger is swapping three of its 747 passenger jets for four Pan Am 747 freighters. The cargo carrier will lease aircraft as necessary for its passenger service division . . . British Airways has sold six Lockheed L-1011-500s to the Royal Air Force for use as fuel tankers.

■ **Fare Facts:** Tariffs continue to bounce up and down as the result of deregulation; many carriers are currently raising some fares by 5%, while discounting special rates as much as 55%. Last week, most domestic airlines hiked their fares (where competition permitted) by 5%. On the other hand, Pan Am's \$99 tariff from Northeast points to Florida (matched by other airlines) continues in effect (with a break for the holidays) until February 6. Air Florida is now offering a special holiday return fare of \$79 over the same route (tickets must be purchased by December 19, and are good January 10-February 6); similar discounts are available on the carrier's intrastate Florida services . . . TWA is bringing back its "kids fly free" promotion January 10-March 26 for most of its domestic services; some restrictions apply . . . The CAB is considering a move to allow retail outlets to sell airline tickets; currently, only airlines and travel agencies can sell the tickets.

Complicating the entire fare-setting process (if indeed it has any rational basis), is the change that will take place January 1, when the CAB completes the deregulation process by relinquishing its remaining ratemaking authority. In 1983, the airlines will be free to offer, say, a \$2,000 fare or even a \$20 fare between New York and Los Angeles, and large-scale price wars are expected to break out. The end result of all of this will most probably be that the weaker carriers will be driven out of the market, and prices will rise to a level that the traffic will bear in the absence of real competition.

■ **Route Report:** On December 15, American began O'Hare-Baltimore service with three daily non-stops in each direction; the following day the same carrier began non-stop

service from Dallas-Fort Worth to Rio de Janeiro, with continuing service to Sao Paulo . . . New service to Cadillac (MI) from Janesville (WI) and Chicago's O'Hare has been instituted by American Central Airlines, a regional carrier headquartered in Dubuque. The run is an extension of a flight that formerly terminated in Manistee (MI).

■ **Braniff's Battles:** Now Braniff, having been rebuffed in an attempt to jury-rig a sort of merger with PSA, has reached agreement with the San Diego-based carrier for PSA to lease 30 Braniff 727s and other assets. PSA would establish a separate division to operate the fleet; all employees would work for PSA directly, to avoid the labor problems that sank the last pact. As Braniff's CEO, Howard Putnam, said, "You'd probably thought you'd seen the last of us, but here we are one more time."

■ **El Al's Exit - III:** El Al's owners, primarily the Israeli government, have moved to put the carrier into receivership, after a favorable court ruling on a suit by El Al's unions to block the dissolution. (The airline has been grounded since September by a strike of its 5000 employees).

A former vice-president for operations has been appointed El Al's receiver; in a reversal of previous government policy, the receiver has been given the authority to revive the carrier (if possible), rather than the sole option of its dissolution.

■ **Pan Am** has been authorized to transfer its long-term leasehold on its facilities at JFK International Airport in New York to a third party, in order to raise some \$60,000,000 to meet its urgent cash needs. The third party would in turn lease back the facilities on a month-to-month basis to Pan Am . . . The National Transportation Safety Board has found that officials at Boston's Logan Airport did not follow their own rules for checking possibly slippery runways before last January's crash of a World Airways jet. Despite reports that braking conditions were poor, the airport's operations chief kept it open for the World landing, planning to sand it afterwards. The jet skidded off the icy runway into Boston Harbor; two passengers are still missing and presumed drowned.

RAIL

Railway Report

■ **Amtrak**, fresh from a precedent-setting agreement placing locomotive engineers in Northeast Corridor service directly under its control (and with an hourly wage replacing the traditional mileage agreements), has signed a similar pact with its Corridor conductors. Job classifications will be streamlined from five to two categories: passenger conductor and assistant passenger conductor. All UTU employees covered by the pact must be proficient in various kinds of work, including fare collection and ticketing.



Revised O'Hare Airport expansion plans

