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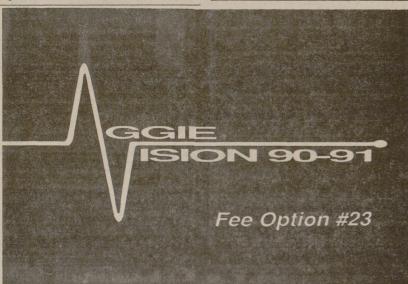


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Continental struggles to improve

DALLAS (AP) — Passengers who rely on Continental Airlines' fares and service hope the financially-troubled carrier can overcome the immediate threat from high fuel prices and more long-term danger from debt.

But few analysts are betting that the Houston-based carrier will become healthy, at least any time soon.

"I know what Continental wants to do, and they know what they want to do, but how they get there, I don't think anyone knows," airline industry analyst Mark Daugherty at Dean Witter Reynolds Inc., said. Continental must improve

service, control rising fuel costs, reduce debt and clean up its heavily leveraged balance sheet to look better to investors, Daugherty said.

"How they do that in this environment is very difficult," he told the Dallas Morning News in Sunday's editions.

Continental, like other airlines, is struggling with jet fuel prices that have more than doubled since the Aug. 2 invasion of Ku-wait — adding an extra \$80 mil-lion to Continental's operating costs in October alone — and a budding recession that threatens to keep travelers at home.

The difficulty of its task be-

came evident after word leaked out Oct. 23 that Continental had considered seeking Chapter 11

bankruptcy protection.
Continental now is talking about selling assets to raise cash, including possibly some or all of its international routes or one of its smaller hubs

last year's explosion at the Phillips 66

neys the company had a pattern of

inconsistent safety practices and skimpy training for contractors, according to published reports.

The Houston Chronicle reported

Sunday that dozens of witnesses still

must be deposed about the Oct. 23, 1989 explosion that killed 23 work-

ers, injured more than 130 others

and caused more than \$1 billion

damage to the plant. But, the news-paper reported, a review of testi-mony already given is painting an unflattering picture for the com-

Contract workers and top-level

- There was little safety training

for contract workers. Safety manuals were distributed after the blast, re-

pairmen for the reactor were never

told how it worked and safety in-

structions were not provided in

Spanish even though nearly half of repairs.

managers said:

Co. Pasadena plant are telling attor-

Phillips plant accused

of poor safety pattern

HOUSTON (AP) — Witnesses to the contracted employees did not

speak English.

key valve fall off.

— There was an unreliable warning system inside the plant. Some

employees did not know what they

were supposed to do when they

heard a series of warning alarms or horns and there were no flashing lights for people inside the control room where it was difficult to hear

the alarms. Officials said 14 of the 23

workers killed were in the control

lutely foolproof system to disarm machinery. The plant did not use padlocks to guard vital valves and other control equipment while main-

tenance was under way and vibra-

tions from the reactor often made a

hoses that provided air to open and

close the Demco block valve used to

block gases from the reactor during

New Alternatives in Education

with

Ms. Neeta Vallab

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Nov. 6, 1990

206 MSC

6339 Pam reception will follow

- Phillips didn't color-code the

- The plant did not have an abso-

WARRD

Field of A&M Dreams (continued) I DON'T CARE WHAT THE VOICE YOU HEARD SAID, I PLAN CAMPUS PARKING AROUND HERE _

.. I DECIDE HOW MUCH, AND WHERE AND WHO
GETS IT AND WHO
DOESN'T...
HERE, I'LL SHOW YOU
MY WHOLE PLAN ON THE
CHART IN HERE...



by Scott McCullar ©1990

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by Matt Kowalski Military (MET), o EMUSICAL FANFARE?!? I'M READ YOU HAVE YOU

Tubularman

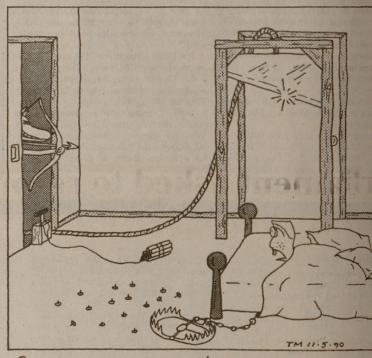








Nerd House by Tom A. Madison



ON MONDAY MORNINGS, HERBERT MUST STRUGGLE

CORPUS CHRISTI (AP) — Hun ICCI dreds of spectators trampled over construction debris over the week end to see the first "schooling runs" at the Corpus Christi Greyhound at the Corpus Christi Greyhound The fam Race Track, which is scheduled be high scho open later this month.

"This is really the first feel we've tecting the had as to how the audience is going ther mad to respond," said R.C. Allen, a Cor "He gr pus Christi developer and the major that truc ity Texas shareholder. "To get his of 17-yes many people out here for the first the Fort (schooling) night, when we haven sunday's even advertised, I'd say is a good On the looked on looked on the looked on t

sign."

The \$20 million-plus facility ope stealist scheduled to open Nov. 15, will be the rar the second parimutuel dog track to open in Texas, following the Har thieves slalongside

With the grandstands at the track son's hea as yet unfinished, several hundred him and people stood in the concrete infield middle of Saturday to watch the dogs get use from his to the feel of the track and the sound He died to

"It's exciting to watch the whole rested or thing come together," Allen said. continue

"We eat breakfast at the same res Ford pick taurant each morning, and the peo Coone ple we meet there say they can't wal can't brin for racing to begin,"dog traine down tru Kenneth Biehle said. "I really thin it. Jason, the race track is going to revive the

part of the city."

"We hope it goes over real we here," Sue Wilson said. "I have and districted ing in to visit so they can go to the track."

The tale, The tale, The tale, The tale, The fall track."

track."

"It's a new sport," said Dorom later. It!
Tschirhart of San Antonio, who with the familited the track with her husband."

"We're lot of people like us are going to be John Coolinquisitive and will come out and set it."

Gagauz re Greyhound and Ukra track draws discount lt came Moscow early crowd Peer

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