

Greyhound merger benefits, confuses patrons

By CHERYL WILLIAMS
Chronicle Staff Writer

The recent merger between Greyhound and Continental Trailways has gone smoothly and has not meant a lot of change for the local bus system, a Greyhound spokesman said Tuesday.

A baggage handler at the station, however, feels differently.

"Here in Winston-Salem it (the merger) hasn't created a problem," said Tom Gordon, assistant terminal manager. "We haven't seen a whole lot of change because everything operated out of the same terminal."

Gordon said that other locations may be in the process of

combining the two stations. The merger, announced in July, became effective August 5, he said. As far as he knows, there will be no name change for the local station, he added.

"I think it was a step in the right direction to help the bus business," he said about the merger.

"The merger, he said, does not affect, Carolina Trailways, a separate company from Continental. Carolina Trailways, with headquarters in Raleigh, will continue to make runs into the Winston-Salem station.

With the merger, people who still have Trailways tickets can use

them interchangeably with Greyhound, Gordon said.

People can get on a Greyhound bus in one city and then transfer to a Trailways in another city. The problem, says a baggage handler at the Winston-Salem station, is that the baggage handlers might not know where the bags are going.

The baggage handler, who did not want to be named, said that Thursdays, Fridays and Saturdays at the station "are a madhouse."

"I got bags on that bus (pointing to a Trailways bus) with Greyhound tags on them," the baggage handler said Saturday

night. "I don't know where they're going. They better get this confusion straightened out."

But Gordon said that if there is a problem with luggage getting misplaced, it was not brought about by the merger.

"Greyhound leased the station a year ago," he said. "We came up with a lot of new employees. We're still working on that." The station has nine baggage handlers, he said.

Gordon, in noting the benefits of the merger, said that it will likely mean reduced time travel and

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Hannon to run on education platform

By MARDELL GRIFFIN
Chronicle Staff Writer

R.L. "Bob" Hannon has announced his candidacy for the office of lieutenant governor.

The Greensboro academic, government and human relations consultant, who ran unsuccessfully for governor in 1984, is basing his campaign on a 10-topic platform that includes provisions for raising North Carolina teachers' pay and helping minority businesses in the state to succeed.

Hannon advocates a \$20,000 starting salary for beginning teachers and an increase in pay of 10 to 15 percent for educators already in the system and all other state employees. However, he is "100 percent against any type of merit system designed to rate teachers' efficiency."

Hannon wants to see an "all out effort" by the state to help increase the number of successful minority businesses in North Carolina. "I propose that a contract be drawn up at the beginning of projects to make sure that minorities share in those projects and not just act as fronts for large companies," he said.

He also endorses highway improvement to facilitate farm and industrial growth. "We might have to raise taxes a little to fund roads," he said.

He also calls for an expanded effort to create jobs through



Hannon

industry and to attract out of state industries to North Carolina by providing local and state incentives for their locating in tar heel country.

Lowering state taxes that apply to some companies is one type of incentive, he said.

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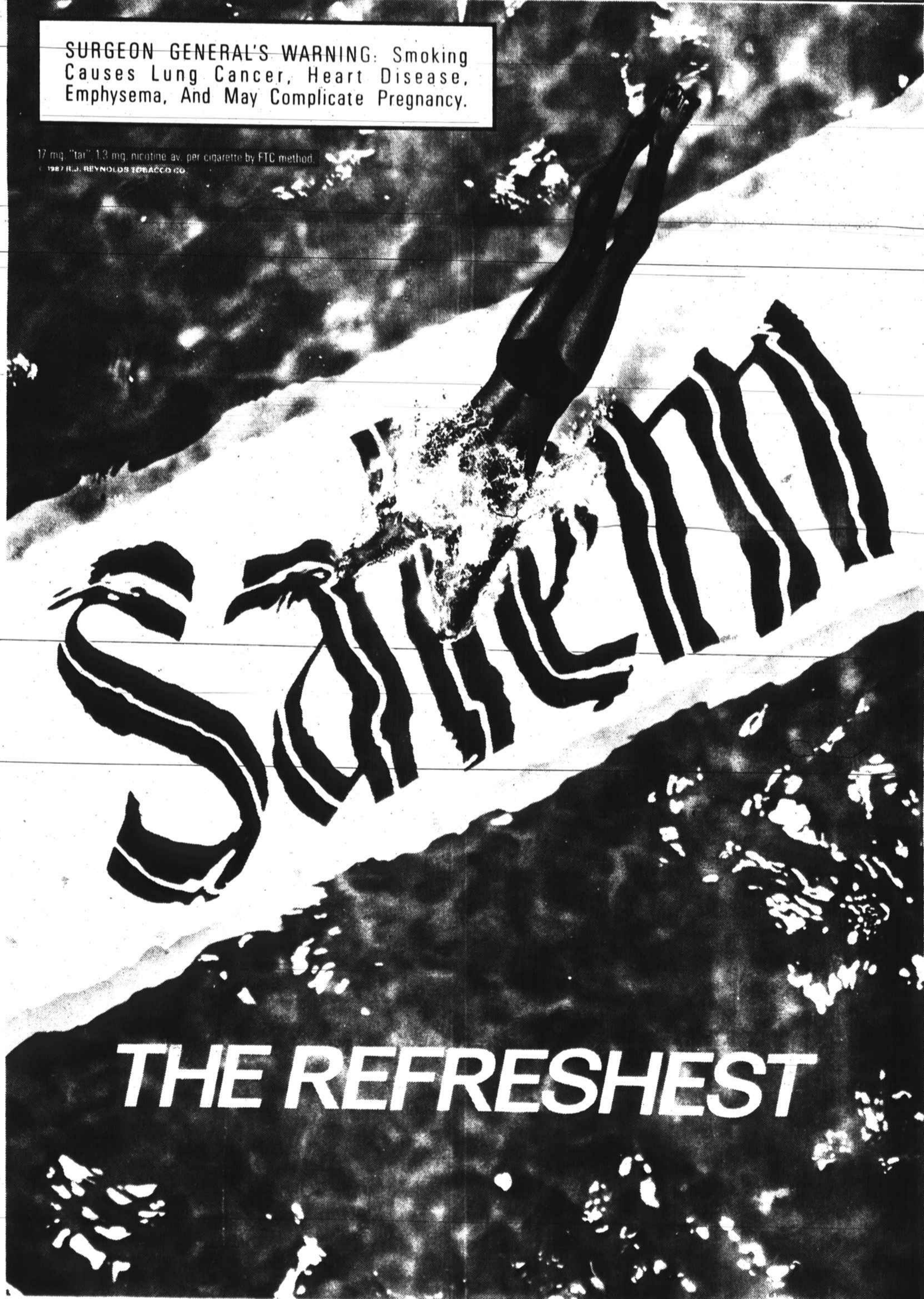
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