

# Travel Scene

Iris Sanderson Jones editor



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crossroads

Iris Jones

## Stop, look and listen

I asked William E. Jackman, assistant vice president of public information for the Air Transport Association of America (ATAA), to comment on my personal air safety rules and to add his own. Bill was in his Washington D.C. office following the Dec. 3 collision between two Northwest Airlines planes at Detroit Metropolitan Airport, so he knew why I was asking the question.

ATAA is the trade association of major airlines, so it represents air carriers. Airlines are all different, but one thing they all agree on is safety rules for passengers.

My personal rules were developed while traveling at least a week a month over 14 years on business, plus several additional years of more casual travel.

I call my standard procedure Stop, Look, Listen, Read and Act. We always look both ways when we cross a street, no matter how often we do it, so why not in an airplane?

1. I listen attentively to the flight attendant no matter how many times a day I take off. My seatmate, usually a business traveler, usually reading his newspaper, often assuming that I am doing this because it's my first flight. Seasoned travelers traditionally ignore the repetitive recitation of safety instructions.

2. I silently count the seats to the front and back exits, and to the window exits, using my own seat or the one across the aisle as number one so that there is never any doubt in my mind. Someday I might have to count those seats in the dark or in a smoky cabin.

3. I take the safety card out of the back of the seat in front of me and review it, paying special attention to whether the door handles on exit doors open clockwise or counterclockwise and how to activate the escape chutes. If I fly over water I also check the position of the life rafts and reach under my seat just to lightly touch the life jacket.

4. I stay alert and unoccupied, no sleeping, during takeoff and landing, which is when emergencies usually occur. I'm not at all nervous about, so when I've done my "Stop, Look and Listen," I relax.

"I've flown millions of air miles and never been in an emergency," I told Bill Jackman. "I've never seen the chutes come down or even seen the oxygen masks come down. My rules are to make sure that I do what I can do if the worst happens."

"I don't think that there is a great deal more that you can do than what you've outlined," Bill Jackman said. "I don't think too many people will count seats. Determining the closest exit is as much as we can hope for. We now have a system of lights on the floor to direct passengers to an exit, which certainly helps if the cabin is filled with smoke."

"Pay attention to the video if there is one," Jackman continued. "New planes all have their safety instructions on video screens. I've noticed that people are more likely to pay attention to a video screen."

"I get a lot of questions about where to sit on a plane. There are no statistics to show that any part of a plane is safer than any other."

"There are typically two front and two rear exit doors with two exit windows over the plane," I said. "I don't like the idea of going out a window exit to a wing because the engines and fuel are in the wing and I'm afraid of fire."

"I feel exactly the opposite," Bill said. "I feel that structurally the wing area is the best place to sit. In a lot of accidents the plane breaks up, and often the plane is sectioned in front of and behind the wing. You don't have to go down chutes to get off the wing."

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## Try visiting Cincinnati via the back door

By Iris Sanderson Jones  
staff writer

Like most Michigan travelers, Fred and Carolyn Johnson of Birmingham usually drive right past Cincinnati on their way down I-75. A brief glimpse of the city and the riverboats and the road continues south.

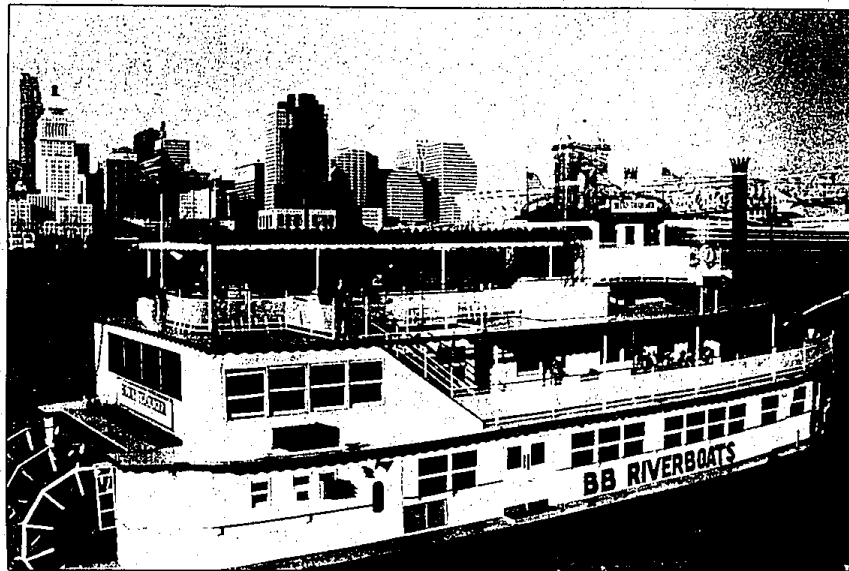
This time they were traveling with their friend Richard Ruehle of Farmington and decided to stop at the Amos Schinkle Townhouse Bed & Breakfast on the Kentucky side of the Ohio River, what folks around here call the "other side of Cincinnati."

The Ohio River created these two towns, Cincinnati on the Ohio side, Covington on the Kentucky side. The settlers who came down by flatboat were mostly Germans so when you turn off at the Covington exit, you see a gemütlichkeit bell tower near the Covington Visitor Center in Goebel Park, solid-looking, restored houses and shops on Main Street and along the dozen blocks to the Kentucky end of the "Blue Bridge."

You will see now why the Johnsons went in by the back door of The Queen City. That wonderful Cincinnati skyline is there across the bridge, spreading upriver from the high rises and Riverfront Stadium, past the Public Landing, where the Delta Queen boats dock when they're in town, and the Serpentine Walk, to Bicentennial Park at the foot of Mount Adams.

The river stretches away on either side, its banks lined on the Kentucky side with paddlewheelers and floating restaurants. Cincinnatians, live on the Ohio side of the river but they eat, play and watch the sun go down from the Kentucky side.

If you want high-rise hotels in the



The Becky Thatcher, part of B&B Riverboats, leaves Covington Landing on the Kentucky side of the Ohio River for a regularly

scheduled tour. The Cincinnati skyline and Riverfront Stadium are visible in the background.

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midst of city traffic, cross the Blue Bridge, go five blocks north to the high-rise hotels connected to the skyline. The Clarion, Westin, Cincinnati, Hyatt Regency, Omni, Netherland and Terrace Hilton.

If you prefer a quieter setting, with easy access to I-75, and within

walking distance of downtown Cincinnati, stay here on the Kentucky side. You can walk across the bridge to the heart of downtown Cincinnati, walk to the new restaurants and entertainment places of Covington Landing and to the Mike Fink Riverboat.

You can stay in Covington hotels like the Holiday Inn Riverfront, the

Quality Hotel Riverview, the new Embassy Suites Hotel that sits above Covington Landing at the west end of the west bridge. Or you can follow the Johnsons two blocks east to Gerard Street and the Amos Schinkle Townhouse Bed and Breakfast in the Riverside-Licking historic district.

Amos Schinkle was the man who

hired Roebing to build what is now called the Blue Bridge, a remarkable swap of cables that looks, for good reason, like the Brooklyn Bridge in New York City. Roebing duplicated the bridge across the water between Brooklyn and Manhattan a dozen

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# They liked it so much they stayed again

By Iris Sanderson Jones  
staff writer

Fred and Carolyn Johnson of Birmingham found the Amos Schinkle Townhouse Bed & Breakfast through their friend Dick Huehle of Farmington, proving once again that word-of-mouth is the best travel guide. They stayed overnight on their way to Gallatin, Tenn., and liked it so much they stayed again on their way home.

Schinkle was the 19th-century busi-

nessman who hired John Roebing to build his famous bridge across the Ohio River. You won't find him in the tall, square, white building at 215 Garrard St., in the historic Riverside district near the Kentucky end of the Roebing Bridge, or in the carriage house out back. But you will find either Don Nash or Bernie Moorman, probably in the kitchen making goetta.

Bernie was a chemist and Don a microbiologist for the Environmental Protection Agency when they

met. Bernie was already in Kenton County politics—city commissioner, mayor, now county commissioner—when he and Don began restoring houses here on millionaires row and decided in 1980 to open a bed and breakfast.

Bernie is still in politics, so if you ask about division of labor, they'll tell you that Bernie cooks breakfast on the weekends but Don and the part-time help get stuck with the laundry and the cleaning during the week.

The rooms in the main house are 16 feet high and full of wonderful antiques. The Johnsons stayed in the main bedroom at the top of the stairs, which has a double bed in an elegant old-fashioned setting and a large glamorous bathroom for Shinkle's top rate of \$98 a night. Other rooms are small and pretty at \$62 a night and up.

Dick Huehle was escorted across the small garden to the carriage house, which has four rooms with double beds, private baths, a single

bed and a trundle for overflow. "Both the house and our hosts were delightful," Carolyn Johnson said. "We walked around the wonderful old houses in the historic district. Both my husband and I love that sort of thing. And when our friend Dick couldn't get a room in the Schinkle house on the way home, they put him in a lovely private home across the street that is used for overflow."

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Former Farmington Hills resident Peter Bahra stands in front of Museum Center at Union Terminal in Cincinnati where he is registrar for the Cincinnati Historical Society.

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# Dinosaurs roar at museum

By Iris Sanderson Jones  
staff writer

Peter Bahra of Farmington Hills may greet you when you walk into the rotunda of Cincinnati's old Union Terminal, which boasts the largest half-dome in the western hemisphere. Peter graduated from Farmington High School and attended the University of Michigan and Eastern Illinois University before settling down as registrar for the Cincinnati Historical Society.

CHS museum director Ruby Rogers, who helped plan the Heritage Museum in Lansing and a couple of other Michigan field museums, may be there too, running from one exhibit task to another.

The Cincinnati Historical Society and the Cincinnati Museum of Natural History are the two major "tenants" of a brand-new attraction, Museum Center at Union Terminal, which opened to the public last month.

When you look up at the murals that wrap the wall between the dome, it is easy to imagine train travelers bustling in and out of here when this marvelous art deco building was opened in 1933, easy to picture the tearful farewells and joyful reunions of World War II.

The building had a short 39-year

**The terminal has 500,000 square feet of space, the equivalent of 14 football fields, so there will be room for special roving exhibits, classrooms and private events even after these major exhibits have been mounted.**

life as a railway terminal and brief reincarnation as a festive market, but it was mostly a much-admired but empty edifice until it reopened this fall.

The Center may be Cincinnati's most important tourist attraction when all of its museum exhibits are complete in fall 1991. The three-level and half-acre exhibits will be complete in the natural history section. The flatboats will pull regularly into the landing at the historical society exhibits.

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The building itself is a landmark and you can wander freely through

the rotunda, into the ice cream shop and the gift shops that circle under the murals of pioneer Cincinnati life. You can even talk to someone on the opposite side of the 180-foot rotunda by standing beside the Whispering Fountain.

The Museum of Natural History has established a permanent exhibit called Children's Discovery Center on 7,200 square feet in the area where taxis once drove into the station to drop off passengers. "Dinosaurs: The Return of the Giants" also runs through Oct. 31, 1991, starting and delighting visitors with 23 roaring, robotic dinosaurs and dinosaur relatives. Kids aged 3-12 can enjoy both exhibits for \$3, adults \$6.

The Cincinnati Historical Society has established an antique auto show

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