

Carpooling: a little harder to stop at the corner store

Carpooling in Eugene is a dying art.

Although there were rather successful efforts made to implement carpooling for University commuters in 1974-75, only 45 carpool parking permits have been issued this fall.

Free parking for carpools of Lane County employees has generated only a minimum of interest. Throughout Lane County carpooling has taken a backseat to other environmental issues.

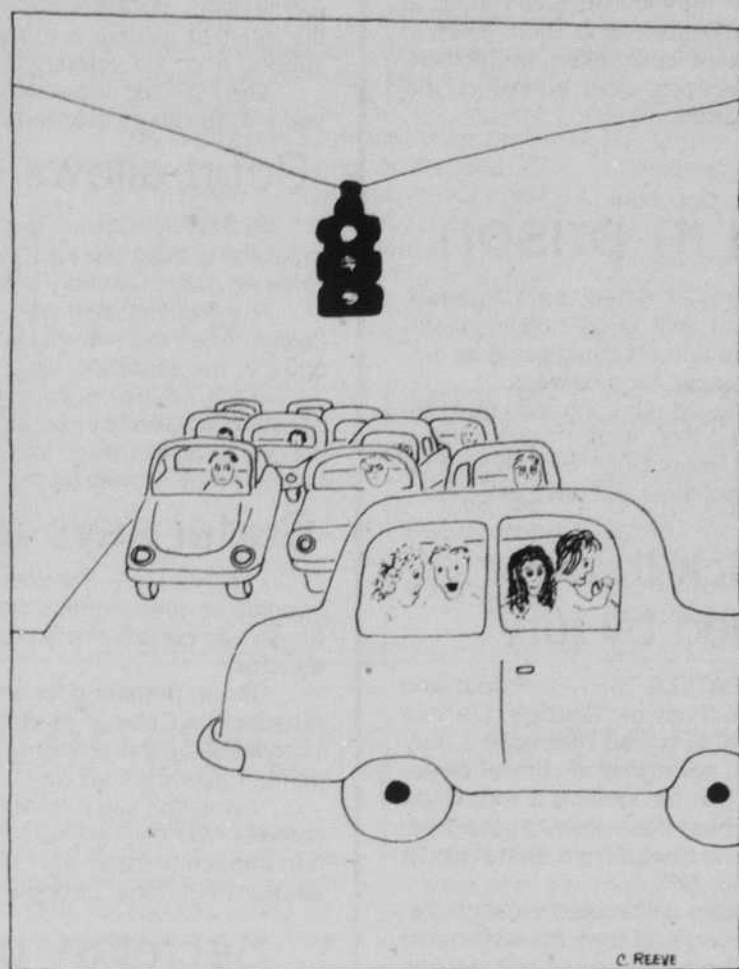
The gasoline crisis of 1974, when prices began their non-stop escalation, was the catalyst for many cities to begin carpooling projects. Carpooling had long been offered as a solution to air quality problems and traffic congestion, but only rising fuel costs could make commuters begin doubling and tripling up.

Even with higher fuel costs, Oregon drivers are beginning to increase fuel consumption over 1973 (pre-Arab oil embargo) levels. Through August of this year, Oregon drivers used 19.5 million gallons more than in 1973. In 1975, 27 million gallons less were consumed by Oregonians.

Despite governmental pleas for reduced gasoline consumption, the Emerald could only find one major carpooling project still operating, and it was not in Eugene. But even that project, the Portland Carpooling Project (PCP), has been running out of steam lately.

"The PCP program was created to assist drivers and passengers find each other," says project director Jerry Lower. "We acted as a brokerage firm in matching up carpools, offering the service free of charge."

During the heat of the 1974 oil crisis, the service was widely used in the Portland area, but as many people became more accustomed to



Drawing by Cecily Reeve

paying higher gasoline prices, interest in the program waned and the number of carpools dropped.

Loss of interest afflicted other cities with similar carpooling agencies, according to Greg Lipton, a transportation professor in the University's urban planning department.

"People felt a loss of flexibility and freedom without their own vehicles. They can't stop at the corner grocery when someone else is driving."

Irregular scheduling patterns also plagued carpooling efforts. University students and hospital employees, in particular, were hard pressed to find carpools convenient for their schedules. Carpooling agencies also found it hard to deal

with carpools who moved and did not inform the agencies.

The art of sharing cars with strangers is not dead, yet. The Portland project, which is largely funded by the Federal Highway Administration, has turned a part of its efforts to encouraging employers to offer incentives to their carpooling employees. In addition, they are writing a proposal to the city of Portland to lower parking rates for carpools.

The University's Survival Center is also looking for volunteers for a local carpooling project. Survival Center Director Bruce Walker indicates that if enough interest is shown in the local project, it could begin at the start of winter term.

Italian firm gives women unusual job opportunities

TURIN, Italy (AP) — They know judo and karate, are fast with guns, are willing to tackle just about anyone and carry handbags containing lipstick, nail polish and Colt-38s.

They are 24 women bodyguards employed by Mondialpol, a private organization in northern Italy providing security and escort services for businesses and the wealthy.

"It is a peculiar, hard job, but I like it," says Tamara Chiereghin, an attractive 25-year-old Venetian woman, married, mother of a child, and one of the first women enrolled by Mondialpol.

As with most women starting an unusual career, Tamara faced opposition from her family and fiancé.

"They did not absolutely accept the idea I could become a private detective," she says. "My fiancé was particularly critical. Now he is my husband and no longer criticizes my decision."

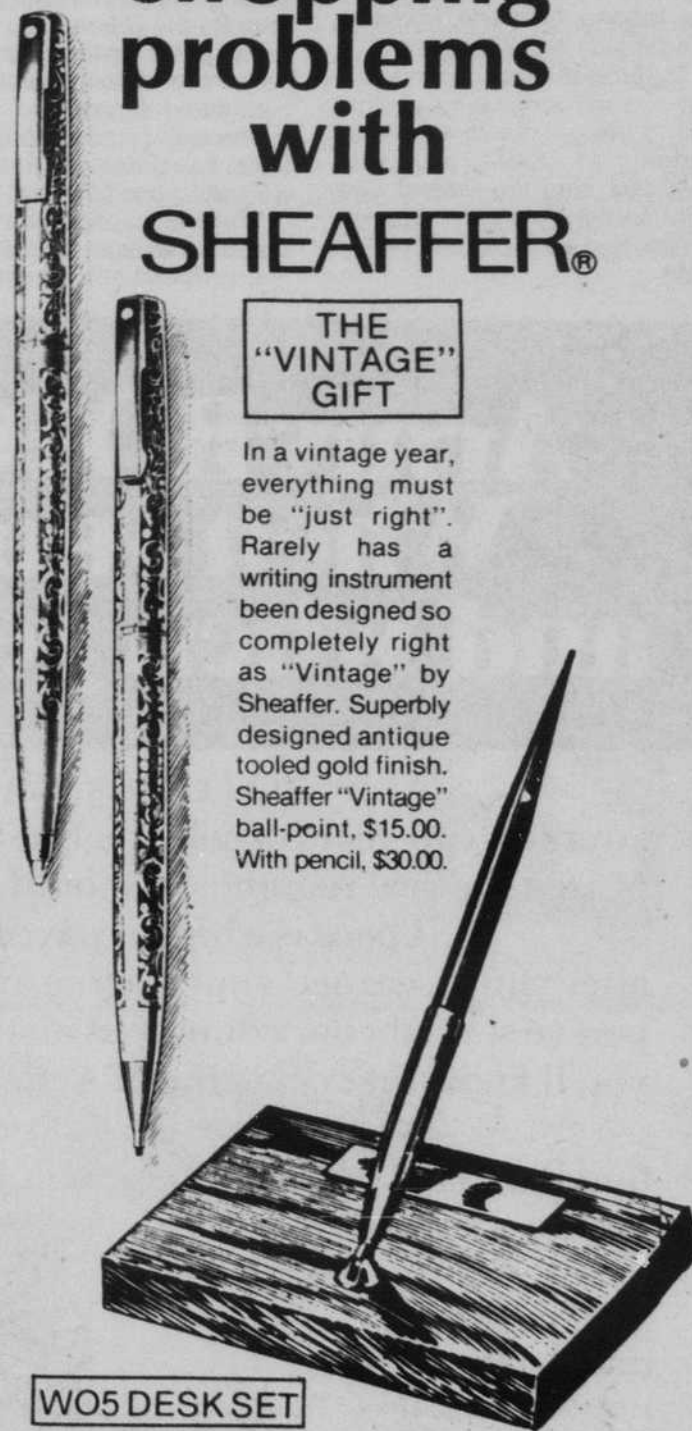
The women at Mondialpol, the only Italian organization with women detectives, specialize in antitheft activities in department stores and supermarkets, and act as escorts for bank vans and wealthy women who prefer a body guard who looks like a women friend when they go shopping.

The women detectives are paid \$400 a month, nearly the same as their male colleagues and have the same social benefits as Italian women workers.

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