



Photo by Gregg Weed
 Those flasy red wagons of the past don't necessarily sit idly in the attic. Loran Carter uses hers to chauffeur her sons, Nathan, 5, and Nick, 2.

Wagons aren't just for kids

"Mommy, how come we don't have a car like everybody else?" her five-year-old asks.

... The mother continues walking, pulling the red wagon her son is sitting in and ponders the query. "He always asks that," she muses to herself. "I wonder if he minds our wagon. It's all we've got."

Lorna Carter doesn't own a car. She owns a wagon, the kind toy stores sell. The kind children jump with glee over when they find one parked under the Christmas tree.

The wagon is Lorna's set of wheels. She pulls her two children to the park in it. She hauls home five bags of groceries in it. She used to lug her dirty clothes to the laundromat in it, but now she has a washing machine.

The 27-year-old mother used to own a car, but sold it last April because it was falling apart. Since then, she has relied on her two feet for walking, buses for longer trips and her wagon for hauling.

A University sophomore in sociology, Lorna says lots of divorced mothers like herself use wagons as their primary mode of transportation. There's at least a couple of wagons in every low-rent housing project around town, she adds.

"I like my wagon," she says. "I was brought up in a family of walkers and want my kids to grow up walking."

"My parents didn't have a car for a long time but my dad got one in 1956. I remember when he first drove it home. But now, my dad's got Mercedes and Porsches and stuff like that."

Lorna has had her wagon almost two years now.

Before that, she did most of her hauling in her son's baby stroller, and before that, it was a baby-carrying backpack.

A car is too expensive for her right now while she's in school, she says, although she plans to purchase one after graduation.

But even then, Lorna says she will continue to use her legs and buses as much as possible. When her five-year-old, Nathan, grows another inch or two, she will teach him how to ride a bicycle and then the three of them will bike around town, with two-year-old Nick perched in a baby's seat.

Until then, however, Lorna says she's content with her wagon.

She bought it on sale for \$9 and says she likes the freedom from maintenance costs which normally accompany more complex forms of transportation.

To date, the wagon's maintenance has totaled one good oil job on the wheels and one 14-cent nut and bolt replacement.

What's it like to pull a wagon with 75 pounds of kids in it a mile or two?

"It really isn't that bad," says the 4' 11" mother. "The only tough part is going up hills, and even a little ramp is a hill for us."

Lorna explains curbs are her biggest obstacle, but they are also Nathan's cue to jump out and help.

"He's real good about getting out at the curbs and helping me lift the wagon up. He has a job in the whole works," she says.

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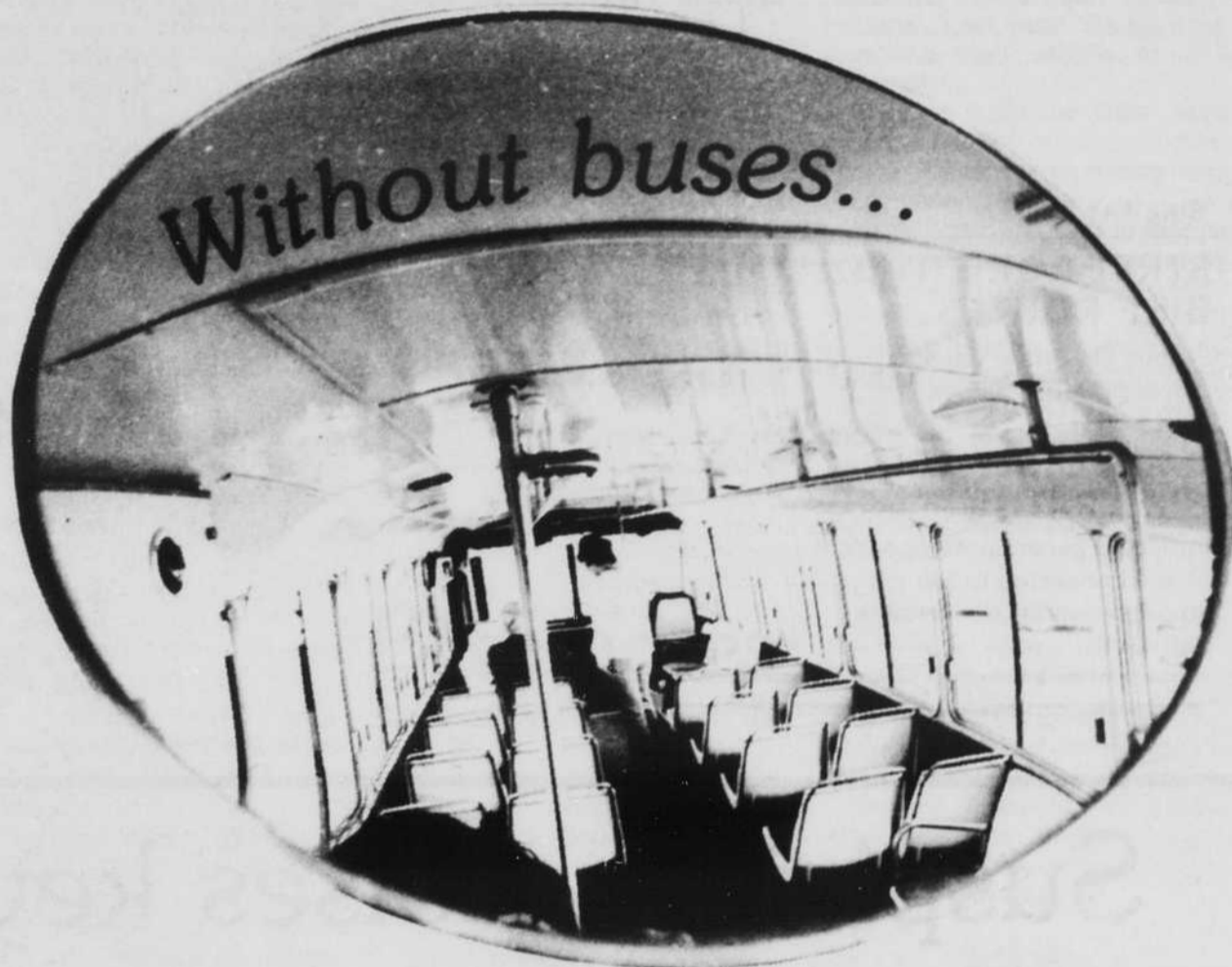
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...1,371 tons of pollutants would have seeped into the atmosphere

Students can pat themselves on the back when it comes to patronizing Lane County's primary public transportation system, the Lane Transit District (LTD).

An LTD passenger survey taken in December, 1976, reveals students comprise about 40 per cent of the district's passengers.

The survey also determined the destination point for 18 per cent of LTD passengers is school and passengers age 19-24 comprise 30 per cent of the total LTD crowd.

One of the main purposes of LTD, of course, is to curb motor vehicle use, thereby minimizing air pollution.

According to LTD statistics, 1,371 additional tons of pollution would have seeped into Lane County's atmosphere if all the people who rode buses in 1975 had driven cars. LTD carries 12 per cent of the county's population on .035 percent of the area's vehicles.

LTD operates 45 diesel and 22 gasoline-powered buses. Diesel buses fair the best when considering carbon monoxide, hydrocarbon and nitrogen oxide pollutants, says Tony George, a Department of Environmental Quality (DEQ) spokesman.

But diesel performs worse than gasoline when

compared to particulate emissions and foul-smelling fumes.

So depending on which type of pollution is studied, George says, diesel and gasoline buses out do each other.

The LTD network is fairly comprehensive in Lane County and getting somewhere on the bus is only a matter of time, 35 cents and some schedule figuring.

LTD buses frequent the University at the corner of 13th Avenue and Kincaid Street about every 15 minutes during the day Monday through Friday. Then they head for the Eugene Mall, the central transfer point for all LTD buses.

Buses also run between the University and Springfield, Vida, McKenzie Bridge, Westmoreland and Laurel Hill.

DEQ pollution statistics on vehicles traveling 35 miles an hour

| Vehicle | grams per mile | | |
|--------------|-----------------|--------------|-----------------|
| | carbon monoxide | hydrocarbons | nitrogen oxides |
| Diesel | 17 | 3.4 | 21 |
| Gasoline bus | 265 | 32 | 12 |
| Car | 65 | 7.3 | 4.6 |

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