

I have always demanded per-sonnel of high caliber and the best equipment so our emergen-cy services will stand up under the greatest pressure.

The manner in which fires, floods, earthquakes, and other catastrophes have been met has proven the worth of good men, good equipment, and good train-

THE CRASH of the Scandan vian airline jet in the ocean just off Marina del Rey tested this capability in a few tense hours. The county lifeguards, skilled in water rescue; the crews of the County Harbor Patrol's Bravo I and Bravo II, and the U.S. Coast Guard worked side by side, trained and ready.

At the Marina del Rey harbon headquarters were doctors, am bulances, fire, and law enforce ment personnel standing by the ment personnel standing by to give every aid. The hospitals in Santa Monica and at UCLA were alerted for any emergency treat

All this preparedness did not fust happen. I have constantly stressed the n e e d of efficient emergency rescue equipment and procedures. This disaster justifies well practiced drills and plans. It justifies the place-ment and readiness of rescue units and emergency equipment.

OUR COUNTY lifeguards rescued almost 5,000 people last year with not a single life lost. In fact, in the last 10 years, over 50,000 rescues have been made and only six drownings have occurred

Resuscitators are now on ev-ery fire emergency vehicle and in over 10,000 rescue calls made in 1968 by County Fire units, thousands of lives were saved (not including fire calls).

There is at every county pool a resuscitator with lifeguards and attendants trained to use them. At my insistence, all emergency ambulances under contract to the county provide the finest equipment and drivers and attendants well trained in ambulances under

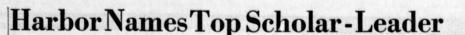
Fog Makes Driving Difficult

Ground level fog makes driving hazardous in California frequently Capt. W. R. Waldron of the California Highway Patrol this week reminded commuters that responsibility for safe use of the highway during periods of fog rests upon individual driv-

"Science has produced no anti-fog safety system. Each driver must take every possib precaution when visibility drops to near zero," he said. First step in accident pre-

vention is anticipation, Captain Waldron said. He advised com-muters to listen to the radio soon after they awaken for weather and airport reports.

"IF PATCHY fog is reported along your route, or nearby, leave for work early. It may be clear near home but foggy at places en route," he warned. 'You may encounter fog sudder ly. In the fog, leave considerabl space between your car and the one ahead. Reduce your speed to sate for reduced



Steve Fissick, forensics; David Lewin and Eloise Nagao, jour-nalism; Gwen Collins, home economics; Sherry Parker, regis

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It's the only way to allow brak-ing time in case you suddenly come upon stopped traffic. Nev-er blast through a fog curtain: there may be a wall of steel ahead."

The vehicle code prohibits following too close and driving at speeds unsafe for conditions. In the fog, the unsafe speed or fol-lowing distance is far different than in clear weather, the offi cer said. Time, space and antici-pation are the best protection against accidents in the fog, he emphasized.

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