

## THE TECH

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Monday, November 11, 1907.

### ORGANIZED CONTROL.

Enthusiasm and class spirit are admirable and should be encouraged. Still when misdirected the most desirable energies are harmful. To be good they must be wisely directed.

The spirit shown by classes when they stay out all night in the dark and cold although courageous is rather inconsequent. The game is hardly worth the powder. The classes should consider the good of Technology more than their own pride. Any comfort that a class may derive from seeing its banner hanging on a tree seems very small when one realizes that this comfort is gained at a loss of reputation to the Institute.

Thursday night considerable damage was done to the Institute property at the Field. This damage was done by a crowd of young ruffians from Jamaica Plain, but the Sophomore-Freshmen struggle that night gave the rowdies their opportunity. In addition it might be said that the Brookline police complained to the Institute authorities and said that they were unable to discriminate between the muckers and the Tech men. Dean Burton remarked after Thursday night's affair that it was a shame to have Tech men put on the same level as the muckers of Jamaica Plain and Roxbury. In view of this, although the spirit that prompts night vigils and fights before Field Day may be of the best, the fights themselves are indefensible.

The remedy is not the abolishment of class competition before Field Day but its organized control. THE TECH does not pretend to be able to formulate a plan of organization that would be of greatest advantage to everyone concerned but does believe that the formulation of such a plan is a matter which should be seriously considered by the whole of Technology.

### COMMUNICATION.

To the Editor of THE TECH:—

The Editorial in THE TECH on Wednesday, Nov. 6th, speaking of the night before Field Day struggle as "Idiocy and arrant foolishness, should provoke our pity rather than our anger. While I do not want to make any personal attack upon the writer, it is plain upon the face of it that he did not know what he was talking about. But what we resent most, he tells us that this is the general opinion of the upper classmen. All he has to back up this idea is an extract from Technique 1908, which any intelligent reader can see, is a joke. What a man can't understand and can't appreciate, he ridicules. To support the idiocy theory, the author enumerates a series of blood-curdling accidents that have characterized previous nights before. Why does he not advance the same arguments for the abolition of the football game. We could spare it. Let Field Day become first a track meet and finally a tennis match.

There is one excuse for this editorial:—the idea originated from the Dean. But is that an excuse? Why can't THE TECH be original? Make a noise of their own instead of being merely an echo, as a recent periodical puts it.

The night before Field Day is one of the few events in our life at Tech which prevents us from becoming veritable fossils. It cements our sympathies. It brings us closer together, and so fosters not only our class spirit but our College Spirit. And our College Spirit does not get any too much fostering at Tech. Don't take away from us our last few means of expressing it! Remember if we lose this one we may lose all.

A. N. PENNY '08.

### IN ANSWER.

It is always a comfort to be pitied and to feel that one is not the object of a personal attack. Particularly is it so when a personal attack is unjustifiable. Any loyal Institute man must admit that any action that, doing no material good, injures the reputation of Technology, is worse than "Idiocy and arrant foolishness."

The Dean advised an editorial of this nature. Of course THE TECH should be original but it does not believe in showing its originality by always doing the opposite from what is advised. In matters pertaining to the interest of Technology, THE TECH is very glad to be able to echo the opinions of the Dean. As it happened, however, this idea was thought of and brought out in the Technique article long before the Dean spoke.

The fable in Technique 1908 may not have been well done, but it was meant neither as pure nonsense nor a joke. The idea that its writer intended to convey was the silliness of footless squabbles in the dark. A crowd of fellows going out to the field together without doubt get better acquainted. Any good that such acquaintance does, however, is much more than counteracted by the harm that is done the Institute by rowdyism. This rowdyism is almost inevitable when fellows go out at night looking for excitement in a district thickly inhabited by young muckers.

Sophomores and Freshmen can afford to lose a few chances of acquaintance rather than give Institute men a questionable reputation and had better save their energy for good clean sport in open daylight that adds to Technology's prestige.

### LOCOMOTIVE TESTING MACHINE.

(Continued from page 1.)

are controlled by varying the pressure of water which circulates through them and carries away the heat. The water pressure acts upon stationary copper plates which are forced against a moving cast iron disc. They have a combined capacity of 1000 horse-power.

The traction dynamometer is an Emery testing machine of special design. While capable of receiving and weighing stresses up to 30,000 pounds, it is yet so delicate as to indicate a change of stress when a locomotive coupled to it is given a push of the hand. The plant is well equipped with accessory apparatus which indicates and registers the performance under test.

The locomotive now used has 69-inch drivers and weighs 109,000 pounds. Its boiler may carry pressures up to 250 pounds and is equipped with a Cole superheater. The arrangement of its cylinders is such that it can readily be changed from simple to compound.

For the benefit of the students of locomotive engineering, the University, through the courtesy of several railroad companies, has collected a number of locomotives to form a nucleus for a railway and locomotive museum. These represent the development of the locomotive from 1840. In addition there are a number of models, typical car

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