Short on space

Allocation of parking facilities proves difficult

The entire MIT community of eleven thousand full-time employees, part-time employees and students presently has access to just under two-thousand parking spaces in sanctioned parking facilities.

Of the 1969 parking spaces in MIT's nine parking facilities, the great majority are reserved for employees of the Institute. A. E. Sisco, of the Department of Personnel Relations, insures each department of its proportional quota through the distribution of parking stickers.

The personnel force of MIT, exclusive of research assistants, teaching assistants and students, totals 271, all of whom must commute to the campus. Each department, therefore, is responsible to provide adequate service to its members with the limited number of stickers available.

Although the problem of providing spaces for permanent personnel seems acute, another more serious problem arises from the lack of available parking facilities for those engaging in business with MIT. People providing deliveries and representation to MIT are generally refused admission to the parking facilities in limited off-street areas.

Student parking falls under the jurisdiction of one of three independent groups: (1) Campus Patrol, (2) Dean Fasset, (3) Interfraternity Council.

Campus Patrol awards stickers on the basis of transportation needs. Students applying must have verification of the reported term address, and insufficiency of MIT transportation for the individual must be demonstrated before any sticker is awarded. Non-residents who must travel long distances or who have no close access to public transportation are automatically given stickers.

Dean Fasset's Office each year issues 25 stickers to the 28 member fraternities of the Interfraternity Conference. The IFC Executive Committee later issues stickers 5 to its member fraternities based on each group's specific transportation requirements.

In addition to these stickers, Dean Fasset issues stickers to campus organizations "according to each group's needs and the number of people affected."

Students requiring on-campus parking facilities for physical or medical reasons or for extracurricular activities also receive stickers through Dean Fasset. Dean Fasset noted that "no legitimate necessity has been unfilled this year."

Assignment: match the performance of our finest automatic drive in a lighter, less expensive version!

Result: a new Ford-built 3-speed torque converter—ideal "travelling companion," for our new, hotter, medium-displacement V-8 engines

A completely new Ford Motor Company 3-speed automatic drive for 1964 delivers improved passing performance . . . smoother acceleration . . . better start-ups (up to 35% higher torque multiplication in Low) . . . more flexible down-hill braking . . . quieter operation in Neutral.

With the introduction of this lighter, highly durable and efficient transmission in 1964 Comet, Fairlane and Ford models, our engineers have taken still another step toward putting extra pep per pound into Ford-built cars.

Simplified gear case design and a one-piece aluminum casting result in a lighter, more compact transmission—one that has fewer components and is extremely easy to maintain. Built to precision tolerances akin to those in missile production, the new automatic transmission is truly a product of the space age, and is typical of technical progress.

Another assignment completed; another case of engineering leadership at Ford providing fresh ideas for the American Road.