The IFC Social Committee is planning future events, either in conjunction with all-MIT functions or as individual events. In response to several suggestions put forth, several parties on the evenings of several of the Institute weekends may be planned. Individual events similar to the Fall Blast just completed are being considered.

The IFC Social Committee is headed by Lester Young '65, of Phi Mu Delta; Jim Sweeney '66, of Phi Delta Upsilon; and Reading. So far the offers for entertainment have been neither accepted nor declined.

The MBTA has received an offer from a German monorail company which would like to equip and operate a line on the South Shore and one through Malden and Randolph. So far the offer has been neither accepted nor declined.

If the monorails are built, the MBTA would provide the right of way and tax exempt financing. The transit system would equip the line and run the service. The companies who would have to make a profit to stay alive, and this would give them an incentive to keep costs low.

From the MBTA's point of view, the joint enterprise would keep the subsidy manageable, and enable the Authority's limited capital to provide more lines.

The MBTA has received an offer from a German monorail company which would like to equip and operate a line on the South Shore and one through Malden and Randolph. So far the offer has been neither accepted nor declined.

If the monorails are built, the general said, it would not be because the MBTA isinterested in monorails per se—monorail passengers would have to transfer to other lines to get into downtown Boston—but rather because the monorail proposal would conserve their capital.

Moreover, if the arrangement is carried through it will mark the first time that any private railroad company in North America has received this kind of subsidy. In Philadelphia today, and in several other cities in the past, private companies have leased city built lines, paying the city for the right to use city-owned facilities.

Close observers of the MBTA have suggested that the transit company receive another benefit from the joint arrangement with a private operator. Current state laws require a motorized plan one from every two cars on the train. A private company building a monorail line could probably escape from this restriction and run trains with a single man.

If this were to happen the contract would be so stringent that the MBTA might be able to get the law changed and reduce its labor costs. Only one other rapid transit system in the world—the Port Authority Trans Hudson line in New York—costs as much as the Bosox system.

TY program covers
Wieners life and work

The late Norbert Wienier, former Institute professor and founder of the science of cybernetics, was the subject of a television program, on WGBH-TV, channel 2, Monday, October 18 at 7:30 p.m. The program, on the great "influencers" of the present, is to be repeated on Saturday, October 24 at 9:30 p.m.

Featured on the program was Dr. James Killian, chairman of MIT's Corporation, who produced Wienier as a person. The nature of his work was described by Walter Rosenblith, Professor of Communication Biophysics at MIT, and Peter Elias, head of MIT's Department of Electrical Engineering. The picture was augmented, for which Wienier was largely responsible, was supplied by Robert E. Slater, senior vice president of John Hancock Mutual Life Insurance Co.

The program is planned for television and radio stations in major metropolitan areas and will be broadcast over the WGBH television network.

The IFC holds Fall Blast

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"He begins with an inspection trip along Route 128, the circumferential highway that is lined with electronics and defense industry plants and laboratories. He then traces the close links to these and to the world at large of the two great educational institutions, Harvard University and Massachusetts Institute of Technology."

When Christopher Rand recently returned to Cambridge, Massachusetts, for his first prolonged visit in a decade and a half he found the whole Boston area had undergone startling changes; there had been a renaissance, but one with a different kind of patron. This book is his account—at times amusing, at others disturbing—of what he saw and heard.

At these institutions Mr. Rand takes the reader on a tour of offices and laboratories. He shows how computers are used in all fields from physical science to the humanities; how far-flung global projects regularly take faculty members all over the world; how regional study centers have been set up; how the function of the "centers" varies; how city and university life has changed; and, most of all, what happens when institutions of higher learning become deeply involved in government policy.

While this post-war trend is perhaps most noticeable at such places as Harvard and M.I.T., Mr. Rand makes the point that scientists and scholars, wherever they are, are the new elite. "We can't defend our country without them," he acknowledges, "we can't run our economy without them, we can't even attempt a foreign policy without them. Next to technological force, technological aid is our main binder for the Free World now, and it can't conceivably be applied without technologists." In short, this book is really an exploration of a problem that concerns all Americans.

Christopher Rand, a former San Francisco newspaper reporter, is a staff reporter for The New Yorker.

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