Officer of Project Transport said, "The technology had been worked out to the limit by railroads, with exceptions for air. They run trains at 110 mph during the 300mph and 320mph, however, the main problem was high maintenance, and so they backed off from high speeds." Dr. Selfert views Project Transport as the designation for the overall effort in transportation. In addition to Project Transport, MIT is doing research on highway safety for General Motors, and studying short-haul aircraft.

A unified approach is mandatory for such a project, as the sub-systems must be wholly integrated into the overall system. Not only does this encompass engineering and design problems, but also economic, social, and psychological factors. At this initial stage the technical difficulties are of immediate concern, while the other factors will become dominant during the period of implementation.

Interest at 300 mph

This high speed ground transportation system should provide maximum interest speeds in the range of 300 mph. It should be equipped with a variety of different vehicle types which would adapt to varying traffic requirements. The system should be operated basically under a system of dynamic scheduling in which a vehicle departs when a passenger wants to go rather than one in which the passenger is forced to wait until a scheduled vehicle arrives. It should also be highly integrated with a well-developed feeder network servicing all of these areas within the system which have significant population densities.

Tech Show crew still incomplete

Auditions have been completed for the cast of Tech Show '66, to be staged in Kresge Auditorium on March 4, 5, 11, and 13, but there is still an opportunity for anyone interested in working on the many production crews to do so. Living group social chairman wishing information for block ticket sales, and persons wishing to work on the crews should contact Stuart Videke '66, general manager, at 586-2156.

MIT used as model for British Churchill College

Sir Winston Churchill's most lasting monument may be a new college of science and technology modeled on MIT.

Churchill College, located interestingly, Cambridge, England, is working to model a new breed of classless scientist, and to cross-fertilize Britain's academic life with influences of talent from the United States, from industry, and from the arts.

Under the college statutes, 70 percent of its students must be scientists. But Churchill presently also has students in history, English, languages, and even Greek.

One-third of the 650 students are postgraduates, a break with Cambridge tradition. Eventually it will have 600 students, making it the third largest college at the university.

The modern image of Churchill College is in great contrast to the surroundings area. Its buildings are of unadorned brick and concrete, without a medieval spire in sight.

Undergraduates at Churchill are freer than in other colleges. A sculptured aluminum gate swings shut at midnight, but students can go to their rooms by a back route. They can bring their girl friends to dine in the college's wood and concrete hall. They drink with their teachers at the college pub.

The master of the college is Sir John Cockcroft, a pioneer in nuclear theory and director of Britain's postwar program of atomic research. He has moved freely in pure science, technology, and government for 30 years, and to us the opposite of what the college is trying to create out of its students.

Highway Board meets in Washington, D. C.

MIT will have four representatives at the 65th Annual Meeting of the Highway Research Board of the National Academy of Sciences-National Research Council to be held in Washington, D.C., from January 17 to 22, 1966. Thomas B. Sheridan and Robert Roland will present a report entitled 'A Nontemporary Model for Control of Vehicle Trajectory in an Emergency Maneuver.' A re-

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