Smallinn resigns post: Traffic study undertaken

By Paul Schindler

Professor Louis D. Smallinn, clinon Professor of Electrical engineering, and head of the Electrical Engineering Depar-
timent since 1966, will leave that post at the end of June, 1973.

The Tech learned Monday at the resignation was announce-
ted during "vacation months" according to sources.

A search committee to find a successor to Smallinn has already
been formed, under the chair-
manship of Wilbur Davenport, dean of Engineering and Di-
rector of the Center for Adven-
tural Engineering Study (USA),

Smallinn told The Tech that he will be staying at MIT, but is
saying his post because "Eight
years is a long time for one
person to use the same position," said Dean Smallinn.

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students crowding the Student
Accounts Office during the first
weeks of school.

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Assistant Comptroller, "is the
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Another important inno-
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change in the mailing date. The
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late August deadline, left only
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amount of paperwork.

By Henry Frechter

A new billing system in-
stitute this fall by the Student
Accounts Office has "proven its
superior efficiency over the pre-
vious method," according to James F. Brady, Accounting
Office manager for Cash Receipts.

By telling the student what he owes, rather than forcing him to
make his own estimates, it has elimi-
nated a lot of work for both him and the office.

Pre-billing, says Brady, is the
basis for the new concept. Prior
to this fall term, all students were sent a form requiring them
to list their expenses and scholar-
ships, thereby determining how much of a bill. Any misunderstanding,
whether on tuition, dorm bill, or financial aid, was not resolved until after Regis-
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build a walkway over the crossing, or to construct a tunnel under the
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Simha noted that the plans were
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He also noted "practically
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"Anyway," Simha added, "if
we were to build a walkway, for example, what is to keep people from taking the path
least resistance and crossing a block.

The solution finally agreed on was, according to Simha, three-
fold: 1) a coordinated, unswerving system of lights with an MIT-designed signal; 2) a policy to favor pedestrians; 2) Use of signals and signs in the national system of designating a crossing area; 3) Use of the anti-long Mass Ave and moving the curb in eight feet.

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