MBTA going nowhere, says chairman

By Eileen Mannix

"The MBTA is a dying company," according to Robert Kiley, Chairman and Chief Executive of the Massachusetts Bay Transit Authority. "It's not going any-where until its employees develop a 'sense of purpose' and the feeling that 'the organization won't be a political football.'" Kiley said.

The MBTA serves two-thirds of the residents of the state, transporting 150 million riders per year. Kiley hopes to increase that number to 200 million by 1981, as the costs of purchasing and maintaining an automobile continue to increase.

Kiley insisted that money should be spent on refurbishing old cars instead of purchasing new ones. He hopes to sell $100 million worth of cars for rebuilding projects, and listed as high priority goals the expansion of service for Waterston and the replacement of certain fifteen-year-old Red Line cars.

(* In testimony before the MBTA Advisory Board's Budget Committee, however, Chief Mechanical Officer A.R. Goodlattesaid that replacement of the Green Line's present PCC streetcars with the new Light Rail Vehicles (LRVs) is the most important new priority for the MBTA in 1977. Goodlattesays the MBTA's Rail Equipment Department, which will also be responsible for a program to overhaul 100 PCC cars and 88 Red Line cars.)

Kiley contends that the MBTA will make an effort to achieve financial equilibrium, controlling operating expenses and taxpayer costs.

The Free University of Iran

Officers of the Free Universities of Iran, will be in the Boston area on October 28 and 29 to interview Iranian students and speakers interested in pursuing post-graduate degrees in the following areas: education and related areas, social sciences, psychology, engineering, physical sciences, natural sciences, agriculture, mathematics, health sciences, and computer sciences. In addition to employment opportunities, a limited number of scholarships are available.

Interested candidates are requested to contact John R. Beardsley at 494-1801 for further information on The Free University of Iran and the Iranian visa to the Boston area in 1980, and 30 per cent less than in 1973.

"There are no easy routes left to conserve energy," Stoddard said. One step MIT is taking is to install a $1.5 million central computer-controlled energy management system to maximize the energy efficiency on-campus.

"Rates should be set on a cost-for-service basis. The present bill doesn't take into account any equipment investment or our success in conserving electricity," Milne contended. "We've looked at this very hard, and it's the considered view of the administration that it's not a good consumer bill. It doesn't do what proponents say it does."

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