**Students rally against apartheid**

To the Editor:

According to Simon Garfunkel's article on student politics, and it seems, to The Tech's priorities for news coverage, the only students who are political are MIT are revolutionary radicals. I profoundly disagree.

Over the past weekend, after only two days advance notice, between 200 and 250 people counted several times, by groups of five, and this was a conservative figure, over 100 as The Tech has been led to the anti-apartheid rally at the Student Center. Organizers for that rally began Sunday night. After I received a phone call from a friend involved in anti-apartheid work at Berkeley. She was upset about the plans for a national day of protest for dissent on April 24. By noon Monday, when the MIT Coalition Against Apartheid held its first meeting, there were 40 people involved in the effort. He way we get people to this meeting was by calling members of the Peace Movement, The Student Center, The Political Science Department, the Black Students Group, The hunger Action Group, the Student Coalition, the Department of Student Affairs, the Urban Studies Department, and to give full attention to the broad attack of classmates who addressed social issues on this campus. The MIT Coalition Against Apartheid is open to all. For information concerning our next meeting, check in the Common Room of the Urban Studies Dept., or call me at 253-4077.

- Gentien Ritter O

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**Spacefair included military**

To the Editor:

The Tech's coverage of Spacefair '85 was quite misleading. The Tech stated that "the Spacefair featured many different departments, the peaceful development of space," and this was entirely ignored in the coverage. The Spacefair featured many different departments, including communications, transportation, and civil engineering (CT), and in Star Wars. The fact that military applications were a minor part of the coverage to MIT students is readily apparent from the list of Spacefair: General Dynamics, Digital Labs, Hughes Aircraft, L.E., etc. These are major concerns for the research, development, and production of offensive weaponry, including Star Wars development.

Ignored by The Tech was the fact that a group of MIT students and other concerned individuals found this display of militarism at MIT repugnant enough to stage a discreditation and die-in, shutting down the most blantly offensive part of the fair. Freedom of research choices have to be balanced by a sense of social responsibility. This sense is alarmingly lacking in this program.

- Steve Schildt

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**Having problems with an incompetent MBTA**

I recently encountered a stunning example of bureaucratic incompetence. It made me realize MIT is well run compared to some other institutions. The incident, the latest of a series of off-fores, got me mad enough to call this column. My candidate for the worst bureaucracy in Massachusetts is the MBTA. Let me tell you why.

Last week I boarded the Boston & Maine 2:05 train to Porter Square at the Brandeis/Roberts stop, which is a three minute walk from my apartment. When I gave the conductor my usual fare, $1.50, he told me that I needed another quarter.

"What, the price went up?"

"No," he replied. "It's a penalty for not having purchased your ticket before boarding the train."

"But you can't buy tickets here, there's just a platform!"

"Yes you can. Look..." replied my tormentor.

The conductor handed me a new timetable, "effective April 20, 1985," and pointed out the list of places at which tickets could be bought. Sure enough, tickets were up at the Brandeis student center and there was a 25¢ penalty for buying a ticket on the train after the ticket office was open.

"The Brandeis student center is more than half a mile away, up a steep hill! How can you expect people to buy tickets there? This station may be named "Brandeis/ Roberts" but it doesn't resemble Brandeis."

"Sorry, but that's regulation. You will have to pay me an extra quarter," he maintained.

"You're extorting 25¢ from me!"

"I don't see the fare, I just collect them."

"I can't believe this."

Alas, it was all too true. A call to the MBTA after I had arrived in Cambridge confirmed the new rule. It took five minutes to explain the situation to the distinctively unprofessional person who answered the phone. She didn't seem to understand how I could get from Brandeis/Roberts to Porter Square in the first place. (All she knew was that Porter Square was a Red Line stop and Roberts was a name of a bus route.)

At this point I decided that the people who set the fares were merely stupid. I was shortly to discover that they were actually actively encouraging more.

The next day, I happened to be at Brandeis, I'm a student there; most of the commuters who use the train stop have no connection with Brandeis. I decided to stop at the student center and stock up on tickets, to avoid the penalty fares.

"Do you have change?" I innocently asked.

"Oh, we don't sell those anymore," said the woman behind the counter.

"Sure we do!"

"The MBTA wouldn't sell us any more tickets, so we don't have them anymore."

"Did you know that starting this week they are requiring people to buy tickets here or pay a $2 fine?"

"Really?" I don't know anything about that."

Actually, I did believe it. I had encountered the MBTA's incompetence. (Please turn to page 5)