

is probably the most detailed and complete to date. Its twelve chapters deal with decimal and binary programming, indexing, logical bit and byte manipulations, floating-point operations, macros, subroutines and linkages, 360 I/O operations, I/O software, operating systems in general, and the 360 Disk Operating System in particular.

Although intended as an introductory text to programming and operating systems, with reference to the IBM 360, this book turns out to be much too sophisticated to be termed "Introductory" and much too involved with the inner workings of the 360 to be considered general (e.g., hexadecimal).

However, the authors have treated their subject remarkably well, leaving very little to be desired. The text is adequately prepared with flow charts, diagrams, and programming examples. Most examples are discussed in great detail and are easy to follow. The result is an excellent book in 360 machine language programming for both reference and self-instruction. While seasoned programmers might find the book well suited to their tastes, the inexperienced novice could have a fairly rough time with the material. But that might be a problem more inherent in the machine involved than in the book itself.

RICHARD S. FRIEDMAN & HENRY MULLISH

New York University  
Courant Institute of Mathematical Sciences  
New York, New York 10012

**59[13].**—LESLIE C. EDIE, ROBERT HERMAN & RICHARD ROTHERY, Editors, *Vehicular Traffic Science*, American Elsevier Publishing Co., Inc., New York, 1967, x + 373 pp., 24 cm. Price \$16.00.

We quote from the preface:

This volume contains the Proceedings of The Third International Symposium on the Theory of Traffic Flow held under the auspices of the Transportation Science Section of the Operations Research Society of America.

The Symposium was held in New York City during June, 1965. Forty-five technical papers were presented, all of which are published in these Proceedings in full or in the form of summaries. They cover a variety of traffic phenomena relating to single-lane, two-lane, and multi-lane traffic flow; general theory and experiment; networks and intersections; pedestrian and vehicle gap acceptances; simulation; and economics and scheduling. The program of this meeting reflected a continuation and expansion of the fields of research which were covered in the first two symposia as well as the development of new ideas. The aim of the work is to develop an understanding of vehicular traffic which will contribute to the solution of the pressing problems of traffic congestion, delays, and accidents with their rising economic costs to society as a whole, and their rising personal costs to individual members of society in terms of human frustration and suffering.

E. I.

**60[13.05].**—M. CHRETIEN & S. DESER, Editors, *Axiomatic Field Theory*, Vol. I, Brandeis University Summer Institute in Theoretical Physics, 1965, Gordon & Breach, Science Publishers, Inc., New York, 1966, xi + 516 pp., 24 cm. Price \$32.50.