

Valentine's Week event:

Island to Celebrate Its Tramway

The WIRE has announced *Tramway Appreciation Week* for February 9-15.

Cooperating Island merchants and organizations will sell "I Love the Tram" buttons at \$5 each to benefit *The WIRE*. Many Island merchants will offer special discounts to customers wearing an "I Love the Tram" button. Valentine's Day, Friday, February 14, will be *Tram Day* on Roosevelt Island, with a Valentine's Dance in the evening at Manhattan Park.

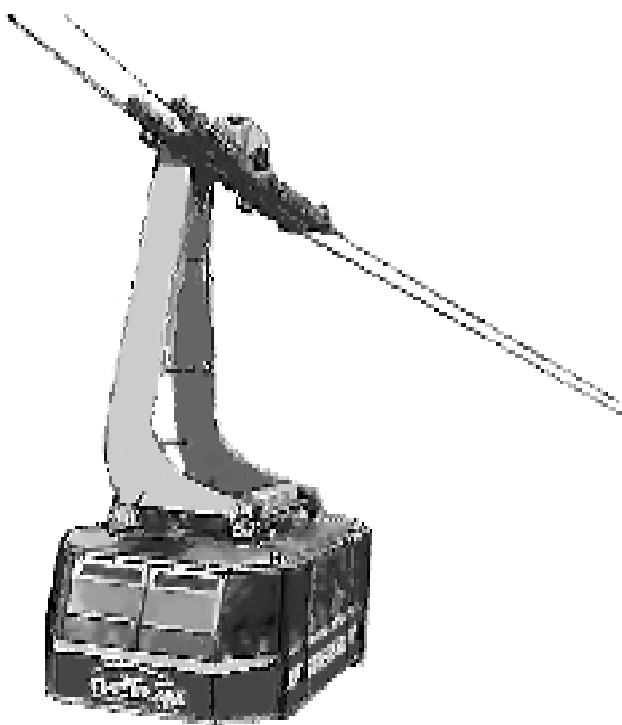
The WIRE has adopted an editorial position supporting the Roosevelt Island Residents Association insistence on having a role in any RIOC negotiations with the MTA regarding the Tramway. (See editorial page.)



The Tramway Appreciation events are designed to call attention to the Tram as a Roosevelt Island icon, and to support the RIRA resolution.

"This is a chance to put resident muscle behind two important Island institutions," said WIRE Associate Editor Dick Lutz, in announcing the February 14 event. "It will demonstrate our community's desire to keep the Tramway strong, and help keep *The WIRE* publishing."

Funds will be raised for *The WIRE* through sale of "I love the Tram" buttons at \$5 each. The buttons will be available today through February 14 at most Island merchants, and at the Valentine's Dance Friday night, February 14..



Friday, January 31, 1997
Vol. 17, No. 3

The Main Street WIRE

Roosevelt Island's Community Newspaper in association with Website NYC10044



Assemblyman Pete Grannis, Library President Suzanna Goodman, and City Councilman Gifford Miller at last night's event

Library Reopens, Celebrates New Plant, Bells & Whistles

The Roosevelt Island Library reopened its doors this month after a four-month renovation, and last night it had a special celebration marking that event.

State Assemblyman Pete Grannis was the center of attention. He was responsible for securing \$160,000 in state funds in the 1995 State budget for Library upgrades.

The Staff of the New York Public Library Office of Branch Libraries helped plan and execute the Library renovation, which involved changes in the physical plant as well as "regularizing" the collection of books and other materials. Because most of the collection had come from donations, shelf space was reduced 25%.

The Library now has a computer connection to the NYPL catalog, covering books and materials available through NYPL, the Queens Public Library, Brooklyn

Library President Sue Goodman pointed out that the Library needs volunteer help, and asked for volunteers.

The current goal, supported by Councilman Miller, is to make the Library part of the city system.

WIRE news reports are followed up, with background material, on Website NYC10044 www.nyc10044.com

RIOC's Drive to Build Southtown Analysis, page 9

Public Library, and other public libraries in the New York area, making the Library a more valuable resource for students and other Island Library users.

City Councilman Gifford Miller was also honored at last night's celebration, singled out for praise as having become a special friend of the Library.

An Islander's Fight Subway Gets Security Boost

Security is better at the Lexington Avenue and Island stations of the Q line, thanks to the efforts of Linda Heimer of the Roosevelt Island Safety Committee (RISC) and those she recruited, cajoled, and badgered into providing improved facilities. *The WIRE* asked Linda to describe the effort and results.

The new monitors installed facing the token booths at both the Roosevelt Island and Lexington Avenue stations are the last leg of a project started in January of 1993. It has taken years of convincing, negotiating, fund raising, etc., but the project is gratefully close to completion.

Phase One included changing and improving signage, off-hour waiting area locations, and emergency calling units. Phase Two was installation of those electronic



Website NYC10044

signs, called annunciators, that announce arrival of a train, allowing passengers to wait for trains on the token booth level, and move to the platform only when a train is coming in. Benches were installed to encourage use of the system.

In February of 1996 I was included in a group of 13 engineers, architects, program managers, signal and security specialists, and Transit Authority officials who specked out sites for the Phase Three closed-circuit TV system at

the Lexington Avenue station. A wide angle camera was placed in several trial positions until the most desirable one was found. The printer then produced a copy of it so the contractors could emulate that view when installing the cameras. It took six hours. Seeing the architect's drawings and discussing the many problems involved in wiring, installation, and maintenance gave me an appreciation of the complexity of the project. It is finally partially operational and will be totally completed in 1-3 months.

Details of the TV system include:

- There are 3 monitors (each connected to a videocassette recorder) in front of the token booths at both R.I. and Lex. Ave. stations. They constantly scroll pictures supplied by ten cameras at the Lexington

See Subway, page 11

Governor's Budget for RI: \$0 RIOC Request of Governor: \$0

Roosevelt Island's state subsidy may be a thing of the past.

The Governor's planned state budget calls for no money to support the Island or the New York State-created public benefit corporation which runs it, the Roosevelt Island Operating Corporation (RIOC). The Island is listed in the

state budget, in fact, only to show that last year's \$600,000 in operating subsidy would be reduced to zero for the coming fiscal year.

RIOC asked for no capital or operating support from the state for the coming year. RIOC's President, gubernatorial appointee Dr. Jerome Blue, has said no state

funds are required. Others express fear that when reserves left by previous Island administrations are gone, the Island will be reduced to operating on a hand-to-mouth basis, with no provision for proactive maintenance of the seawall, the Motorgate garage, or other key facilities. In fact, both Motorgate and the seawall are currently in need of repair and maintenance.

Roosevelt Island is owned by the City of New York, but is leased to New York State and operated by RIOC, a public benefit corporation. The original State plan for the Island called for it to be self-sufficient - require no state subsidies - when the number of residents reached 20,000. That number is currently just over 8,000.

Last fiscal year, the state's contribution to the capital improvement and maintenance of Roosevelt Island was over \$5 million. For the current year, that was

Grannis:
We have plenty of history to show that if you don't take care of things, they fall apart.

reduced to zero. The operating subsidy was reduced from \$1.5 million to \$625,000.

In an August letter to Governor George Pataki, Congresswoman Carolyn Maloney expressed "strong opposition" to the budget level provided for the current year. The Governor's answer, received only now, presents his view that "New York State must re-evaluate its role... and take the steps needed to help make the Island self-sufficient." (**Editorial, page 2.**)

The Governor's letter continues, "I have encouraged RIOC's Board... to undertake a thorough review of all Island operations and capital needs... to eliminate unnecessary costs and stimulate much needed private investment."

Further, the Governor's letter indicates that "Necessary capital expenditures will be evaluated within the context of RIOC's budget process. Emergency needs will be addressed by the RICO (sic) Board on a case-by-case basis."

See Budget, page 11

Come to The WIRE's Valentine's Day Dance Fri, Feb. 14

Editorial Opinion

Via Pony Express?

Way back when, August 7, if one wants to be specific, which probably is a good idea, Congresswoman Carolyn C. Maloney wrote to Governor George Pataki raising several issues relative to what she termed “irresponsible cuts in funding” for Roosevelt Island in the state’s 1997 budget. Obviously out of respect for us and our elected representative, the Governor rushed out a response on December 12, some four months later (see story, page 1).

In his reply, the Governor says that the State must re-evaluate its role in the Island’s future and make it self-sufficient. He says he has asked the RIOC Board of Directors to undertake a “thorough review of all Island operations and capital needs in order to eliminate unnecessary costs and stimulate much-needed private investment.” He also says he has asked Dr. Jerome Blue, President of RIOC, and all members of his Board to examine the Island’s General Development Plan and make recommendations regarding how the plan might be amended in order to facilitate the completion and maintenance of the Island’s infrastructure.” (Emphasis added.)

The Governor assures our Congresswoman of his commitment to insure the continued success of the Island.

Since the Governor’s belated but welcome letter indicates that Dr. Blue and the RIOC Board already have their marching orders, we expect that they will step along smartly. After all, the residents are the ones who have been waiting for twenty years for the Island to be completed and live up to its full potential. Only then can we self-govern and call the tunes ourselves. Let’s hope that the short-sighted budgeteers don’t trip us up now, for we are the ones who must face the music.

Save The Tram, Support The WIRE

It’s time to hold our Tram close.
RIOC President Jerome Blue may want to sell it (he’s not saying), and the MTA just might pay RIOC \$500,000 for it. That would help Blue with a current-year budget problem, but it’s *bad* long-range thinking.
It’s bad long-range thinking because **the Tram is one of the strongest transportation systems in the state.** Before the subway came to Roosevelt Island, the Tram was break-even or better. In post-subway days, the Tram has taken in all but 30% of its operating cost - an achievement that tops just about every other mass transit system in the state of New York.

When Southtown is built, the Tram will once again return to break-even status, or become a money-maker.
Seen from the perspective of an ailing MTA, the Tram should be an attractive system. But in its chronic cash-pressed state, the MTA could one-day decide to mothball the Tram to force traffic over to the subway. Poof - there goes Roosevelt Island’s icon.

Meanwhile, Blue has plans to cut the Tram’s hours, another small-caliber idea that saves pennies, but devalues the Tramway. No question about it: It’s time to hold our Tram close. So...

The WIRE is adopting the Tram for Valentine’s Week. We’ve picked February 9-15 to ask all Islanders to show their support for our venerable cable car system by using it sometime during the week instead of the subway. *Even better:* Buy a \$5 “I love the Tram” button and support publication of *The WIRE* at the same time.

You’ll help demonstrate that residents *want the Tram to survive* and remain part of the Island’s culture. And you’ll support this newspaper, another decades-old Island institution that struggles from issue to issue on luke-warm spit and frayed baling wire.

Take the Tram on Valentine’s Day. Please.



island observer

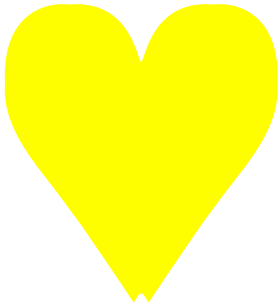
When I first came to Roosevelt Island, it was love at first flight. When we passed the first tramway tower and its extended arm disappeared like an iron giant dropping a plastic toy, my stomach fell out of its proper place for just a moment, giving in to the sensation of floating free without support. I have so vivid a memory of that visceral reaction that I can feel it now, 15 years later.



The Tram is now a New York institution. An icon, like the City’s other great landmark structures. But it may be threatened by a stingy state budget and an Island administration that jettisons the institutional spirit of the Island more often than it honors our traditions.

So we think it appropriate that this Island institution, *The WIRE*, fight for its life by honoring another Island institution, the Tram.

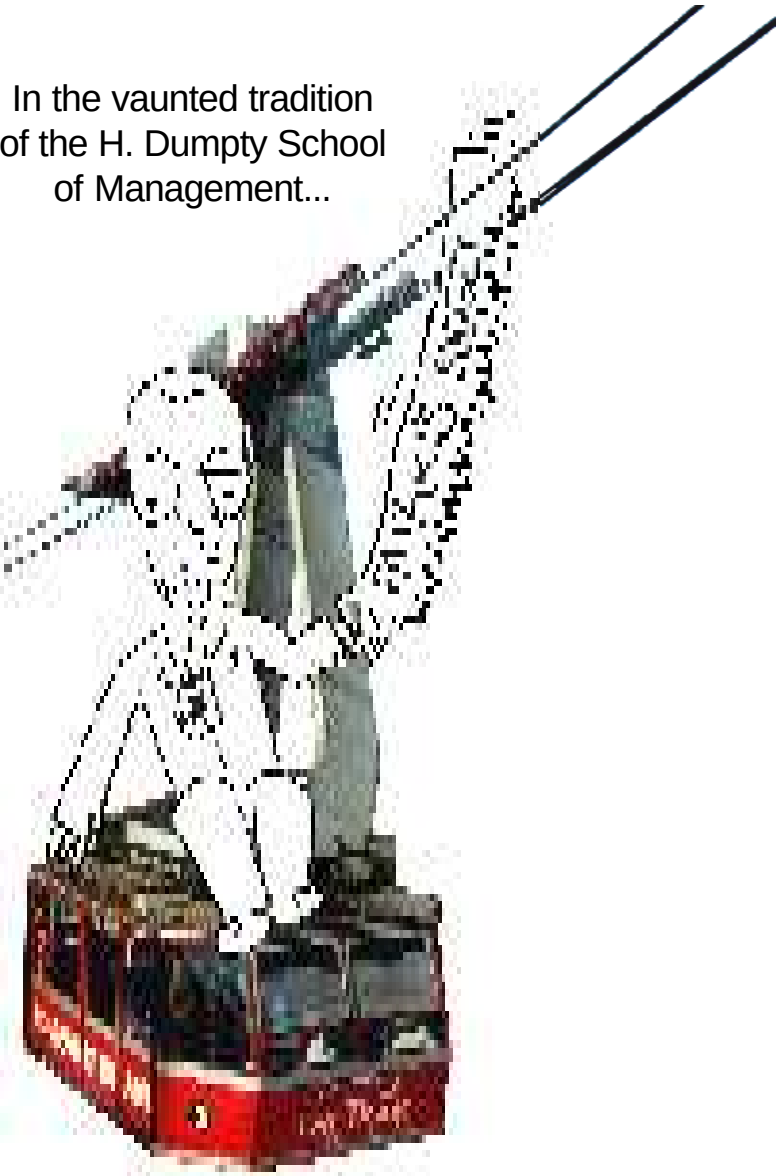
Thus, a special day, Valentine’s Day, as **Tramway Appreciation Day**, and the opportunity to show your support for your Island home, and for its aerial icon. Buy an *I Love the Tram* button, then enjoy the special discounts Island merchants are offering during **Tramway Appreciation Week**, February 9-15. Finally, make it a point to ride your Island home’s Tramway on Valentine’s Day, Friday, February 14.



Before the subway started serving the Island, there was a special feeling in riding the Tram each day. It was something we had to do that nobody else in New York did. We were special, and whatever our differences, the daily commute on the Tram bound us together. We met friends there in near-serendipitous circumstances. When the Tram was too busy, we stood in line together, complaining. And when it was out of service, together we hated being bused out to Queens to become subway sardines.

Let’s revive those days of community on Valentine’s Day. Buy your *I Love the Tram* button anytime between now and February 14, then join your neighbors on Valentine’s Day for a flight into the Island’s past, its traditions, and - we may hope - its future.

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of Management...



Clipping our wings

Consent of the Governed

Commentary

Roosevelt Island makes a great case for democratic government.

To be more direct, RIOC, the Roosevelt Island Operating Corporation makes a great case *against* non-democratic government. **A recent episode is illustrative.**

In a democracy, those who govern answer to the governed. That’s because they are elected. Mayors, governors, legislators, presidents and all the rest... they are accountable, at election time, to those who put them in office. Between elections, they are subject to the scrutiny of the press, which provides the information voters need to form views about the effectiveness of their public servants.

Roosevelt Islanders are represented by elected officials, but the important governing of this Island is done by the appointed President of RIOC, who rarely and barely answers even to the RIOC Board of Directors. RIOC’s current President, Dr. Jerome Blue, works hard to escape the view of the local press - *The Main Street WIRE* - and does what he can to restrict the flow of information that might prove useful to residents in judging his performance.

In mid-January, we had that extraordinary incident that illustrates the luxury of arrogance enjoyed by an non-elected government.

RIOC called a meeting to present information to engineering firms who might represent RIOC during construction of Southtown. Two reporters from *The WIRE* attended.

The meeting wasn’t going well. Several engineers started asking impatient questions, trying to clear away the vagueness of the information RIOC was providing. One even walked out, saying “This is a

sham.” Engineers don’t like dodgy answers to specific questions any more than reporters do, and they were getting testy.

Then the reporters made the mistake of calling attention to themselves by passing around an envelope asking for business cards, to get reaction later. Suddenly two RIOC henchpersons were sent to deal with the reporters.

“What are you doing here?” asked henchperson number one, Finance Chief Anthony Bonair. “This is a private meeting.”

The response was classic reporter, of course: “There’s no such thing. You’re a public body. You can’t hold secret meetings.” Though Bonair quickly backed off,

henchperson number two, Robert Antonek, was meanwhile confiscating the envelope full of business cards. As the meeting broke up, there was a hurried conference with indignant phrases being uttered. They amounted to “How *dare* the press try to cover the news?” That’s roughly equivalent to “The people have no right to know what we’re doing here.”

Fortunately, a RIOC Board member, Willard Warren, who had saved RIOC’s bacon during the meeting with some reasoned discourse, had the good sense to point out that there’s nothing wrong with gathering news, and the envelope of business cards was retrieved without incident.

That mentality is part of the operational kitbag of the current RIOC administration. If Richard Nixon was paranoid about the press, Jerry Blue has refined such paranoia to a clumsy art.

It makes a great case for elected democratic government.

...the luxury of
arrogance in
non-elected
government



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Contributions welcome

The Main Street WIRE’s

Saint Valentine’s Day Dance

Friday, February 14, Manhattan Park, 8:30-11:30
\$25/couple, \$15/single (\$2 off with Tram button)

Letters to the Editor

To The Editor:

A copy of this letter has been sent to the Sloan's Supermarket owners. I urge all Roosevelt Island residents to also write. Something has to penetrate sooner or later! Let them know their attitude is losing them a lot of business.

Dorothy Cusce

Dear Sir,

No doubt by this time you have seen a copy of the December 14 *Main Street WIRE*, our Island newspaper. The articles about your Sloan's Supermarket here must have told you that we are all dissatisfied, mostly on account of your unconscionable prices.

Have you forgotten that a lot of people living here are not wealthy? A lot of us are either on welfare or seniors on a small fixed income.

Never mind what bracket I fit, I am a senior with health problems and would like to shop at a nearby supermarket because traveling is a real hardship. Most of us don't own cars.

Still, we get on buses after a long wait for one, and since we can't take shopping carts, can't carry home very much. But we can't afford your store!

Tuesday, and 10% off? Even with this discount, prices are still

higher than the Broadway and 30th Avenue stores in Queens.

When the store changed hands, we were promised a Red Apple store, with Red Apple lower prices. Why did you renege?

Your motto, "Quality - at affordable prices" is not an accurate one. It misses the mark by a mile. Surely, you don't want the people here to think a better slogan for you would be, like the old time high-way men, "Stand - and deliver!"

If your prices were lower, your amount of business would go sky-high, as nearly 100% of Island residents would shop at your store. Wouldn't that be worth it to you?

Dorothy Cusce

The WIRE will consider publishing letters with the writer's name withheld, but only if the letter, as received, includes the writer's name and address. Preferred methods of submission: IBM-compatible 3.5" floppy disk (any wordprocessing software) left at 531 Main Street addressed to *The WIRE*; email to 72260.20@compuserve.com; or typed, double spaced. As a last resort, clear handwritten letters will be considered. All letters are subject to editing to fit available space.

Santiago Named Youth Liaison Cop

In an effort to develop continuity in handling cases on youthful offenders, the Public Safety Department created the role of Youth Officer in November, and named Michelle Santiago, a three-year Island veteran, to the post. According to Deputy James Frye of Public Safety, Santiago's selection resulted from her strong understanding of the problems facing young people.

"I hope to better the relationship between Public Safety and the youth on the Island," Santiago told *The WIRE*. She took related coursework at York College, and typically handles cases involving truancy, runaways and Persons in Need of Supervision.

Santiago establishes a link between the Public Safety Department and the child's school, as well as identifying social service organizations that can help.

By developing a proactive stand, Santiago hopes to become aware of the many activities for children on the Island. She conducted an Island-wide essay contest for Dr. Martin Luther King Day. The winning essay, written by Rakeem Cummings, a 6th grader at PS/IS 217, is published in this issue.

RIRA President's Column

As the new president of the Roosevelt Island Residents Association (RIRA), I plan to use this column to share my vision for the future of Roosevelt Island. I would prefer to use this column to discuss positive news, but we are in a time of crisis. Sometimes it takes an impending disaster to unite people, to enable them to overcome difficulties, and to allow them to create the future they deserve.

Unfortunately, our island is in peril, besieged by both an incompetent Roosevelt Island Operating Corporation, and the complete disregard of our state officials in Albany. Rights and services that belong to any taxpayer are denied to us due to the fiscal irresponsibility of RIOC and Albany.

Two years ago Roosevelt Island's **capital** budget (the budget for the maintenance of the island infrastructure) was \$6 million dollars annually.

Last year, Jerry Blue, Governor Pataki's appointed head of the Roosevelt Island Operating Corporation, **did not bother to make a request for any capital budget at all!**

Two years ago, our **operating** budget (the budget that covers everything else) was \$1.2 million. Last year, Jerry Blue **did not bother to make a request for any operating budget at all!**

If the man given the responsibility for administering the ongoing welfare of this community feels we have no need for capital and operating monies, how can we expect to fare in Albany, our only source for the subsidy necessary to provide the services every other New Yorker can take for granted? This Island does not generate enough revenue, on its own, to provide all the necessary funds, and was never expected to do so, until the state development plan for the Island was fully executed. The state made a commitment to provide the supplemental funds, but we have to ask for them, and Jerry Blue isn't asking.

It is my understanding that there are negotiations with the MTA to take over the Tram and minibuses. There is also discussion of reducing the hours of the Tram. Our Tram is the most economically efficient means of transportation in the state, and with the building of Southtown, the tram will become profitable.

And Jerry Blue wants to give it away.

The only reason we have survived this year's budget devastation is a backlog of savings made by a previous (and efficient) RIOC management, combined with a particularly mild winter and other "luck" factors.

Our luck, like our budget, has run out.

When we look around we see streets caving in, repairs unmade, the AVAC down for longer and longer periods, massive structural repairs required in Motorgate, entrance doors to Motorgate in need of repair, the escalator down, an exit gate inoperable for months at a time. This is only the beginning.

On the plus side, we have the potential opportunity of a \$350 million, 2,000-apartment expansion known as Southtown to be constructed in an area that will extend roughly from the Tram station straight through the soccer field, up to Blackwell House and Rivercross.

On the debit side, one might surmise that if you are unable to fix an exit gate at a parking garage, or a two-story elevator at the Manhattan Tram plaza, you might have some difficulty responsibly executing a \$350 million residential project.

Jerry Blue has been repeatedly asked to share necessary information by any number of individuals, organizations, and elected officials, and he has chosen to entirely ignore those requests. The requests come from those who are not only authorized to know, but who have the responsibility to know. The information sought is information he is under obligation to share, by virtue of his office, and the law. One can only conclude from his consistent refusals that he has something to hide. We need to know what that is.

Please understand that RIOC is a public benefit corporation closely defined by the State of New York to act solely for the benefit of the people it serves, not for the benefit of its employees.

I promise you, as president of RIRA, aided by the truly excellent new Common Council of RIRA, that we will finally prevail, no matter what effort it takes. We are a united community and know better than anyone else what is best for us, what is rightfully ours, and how we can achieve our goals.



Patrick Stewart

Website NYC10044

Martin Luther King's Church Burning Solution

Martin Luther King would have solved the problem like this. He would have guards protect the church. He would have a fundraiser. He would make another speech.

The guards would guard the churches 24 hours a day. The guards would have time slots. They won't be tired because somebody will come back to take over.

Martin would have made a speech. In this speech he would say, "Don't worry, the police are handling the situation." He would also say, "There will be a change."

Martin would have a fundraiser. The fundraiser will raise the money for the church burning repairs. He will be praised. The people could feel good about themselves.

The guards could guard the church. When the arsonist comes they will arrest him. The speech could tell them not to worry. There will be peace in the world. If people give money they can make a difference.

-Rakeem Cummings

The author is the winner of a Public Safety essay contest to honor the birthday of Dr. Martin Luther King, Jr.



Members of The Concerned Residents of Roosevelt Island (CRRI) visited Island hospitals in December to spread holiday cheer. At CRRI's holiday extravaganza, the group honored Petter Norwood, Director of Public Safety, Dorothy Donald, President of Manhattan Park's tenants association, and City Council member Gifford Miller.

Public Safety Blotter

Burglary, December 9- A break-in took place at the Roosevelt Island Day Nursery. Access was gained through a window and stolen items were reported. Report filed with NYPD.

Burglary, December 12- A second break-in occurred at the Roosevelt Island Day Nursery. Along with reporting the incident to the NYPD, Deputy Frye of the Public Safety Department conducted a safety evaluation of the premises and reported his findings and recommendation to the school's management.

Grand Larceny, December 16- During a fight, a third party pulled a gold chain from the neck of one of the combatants. The girl and her mother reported the incident to the Public Safety Department and valued the chain at \$175.

Robbery, December 16- A carpet cleaning contractor was threatened at knife point by several per-

petrators who rifled his pockets, taking containers of chemicals. The property was recovered at the rear of 576 Main Street. The NYPD was notified.

Assault, December 17- A wounded female youth with bruises to the right side of the face and an open wound above her left eye refused to press charges against her two alleged female assailants.

Trespass, December 19- James Necco was snagged by the Public Safety Department in the 7th floor AVAC room of 540 Main Street during one of the stepped up patrols implemented to ward off AVAC Room entry into apartments which had occurred during the month of December. Added to the charge were several scofflaw violations located on his record.

Possession of marijuana, Criminal Trespass, December 24- A 38-year-old non-resident apprehended, along with a female

Island youth, in a storage room of 546 Main Street. They were placed under arrest and marijuana was found during a search. They were transported to Precinct 19 for further processing.

Aggravated harrassment, December 28- A female Island resident complained that a non-resident male had threatened her over the phone. When the male returned, he was arrested. Officers found a knife in his possession; he was transported to 19th Precinct.

Impersonating an Officer, Assault 3, January 17- An altercation occurred in the motorgate garage between a garage employee and an individual who identified himself as a police officer. The alleged attacker, Dwight Ingram, screamed obscenities then punched the victim and threw him to the ground. The victim, was transported for medical care and Ingram was taken to the 19th Precinct.

On the suggestion of Willard Warren, a resident and Board member of the Roosevelt Island Operating Corporation (RIOC), *The WIRE* asked Presidents Jerome Blue of RIOC and Patrick Stewart of the Roosevelt Island Residents Association (RIRA) to write regular columns to inform residents of their views and plans in their own words. Stewart accepted. Blue declined, suggesting instead that *The WIRE* reprint the RIOC newsletter posted on Main Street kiosks. *The WIRE* suggests residents read RIOC's newsletter, but we have respectfully declined the suggestion that we take a full page of this newspaper to reprint material already available to residents.

Katherine Teets Grimm, M.D.
Board Certified Pediatrician and Allergist

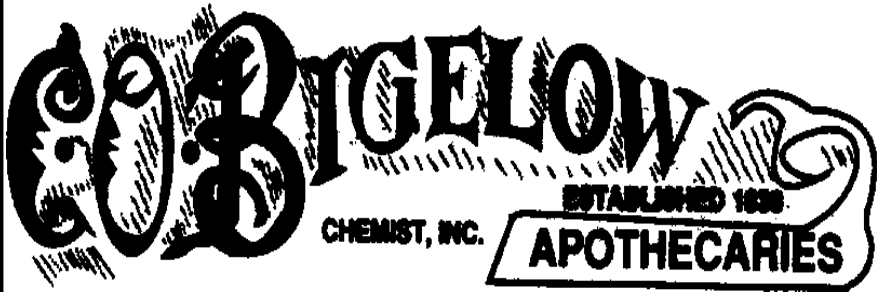
Douglas Waite, M.D.
Board Certified Pediatrician

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Tuesday • 12 noon - 4:30 p.m.
Wednesday & Friday • 1 p.m. - 5 p.m.

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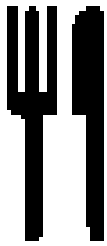
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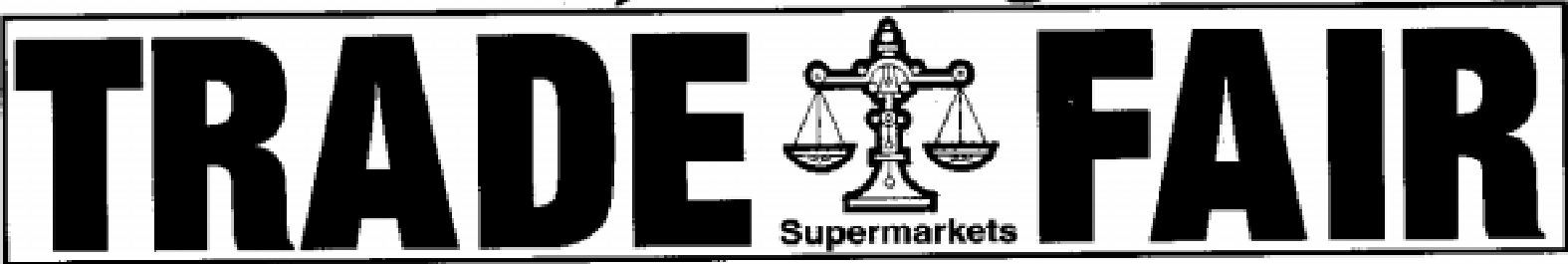
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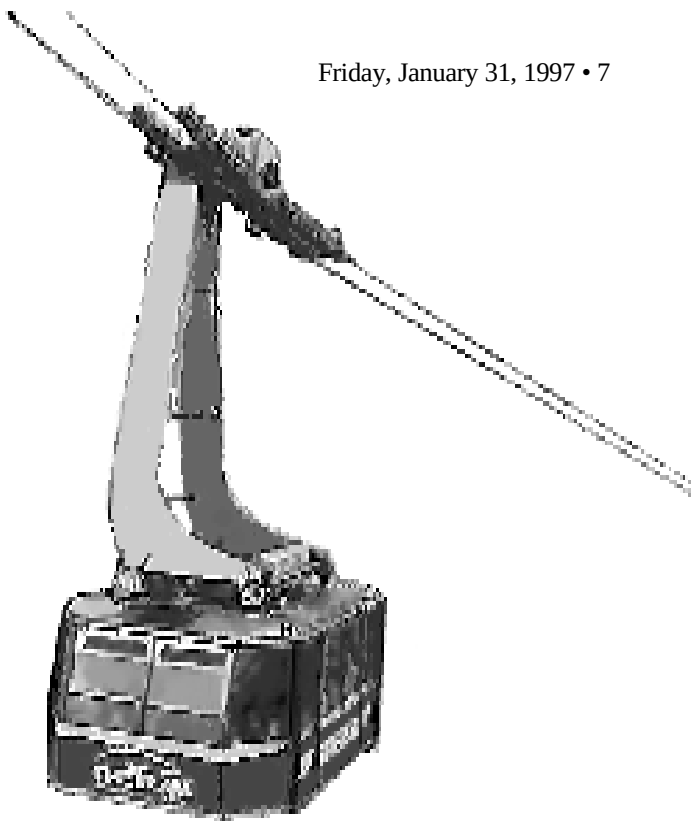
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The Tram

Working Symbol of Roosevelt Island



I believe it was the winter of 1976-77. My parents just moved to the Island and I was making my first trip on the Tram. I was apprehensive since I had never been on a tram before.

It was early afternoon as I boarded with my boyfriend and sat down to look out the window on the western side. I calmed myself by thinking of the thousands of people around the world who did this everyday. I looked out over the city as the Tram ascended and thought "what a wonderful sight." I started to relax.

The Tram proceeded slowly upward. When we reached the first tower, the Tram suddenly jerked sharply and began to swing. I stared first at the sky and then at the ground.

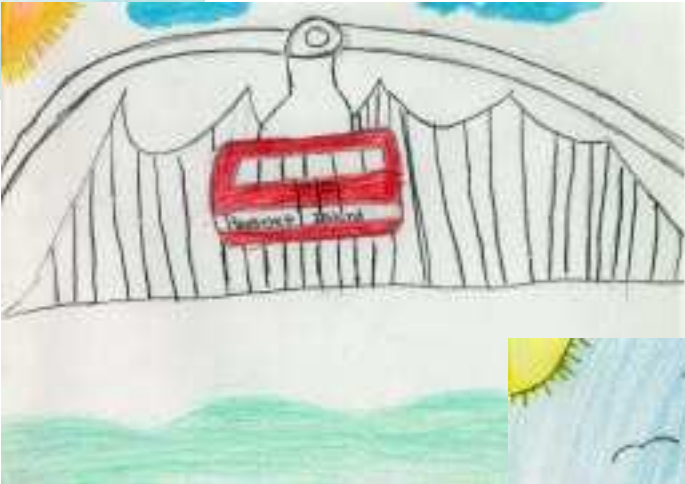
As the Tram continued to swing in this fashion everyone became very scared and started to scream. The operator instructed everyone to remain calm and still until the cabin stabilized. Since I am claustrophobic, I began to panic, I started to take off my coat. My boyfriend asked what I was doing. I replied, "I'm getting out of here." I was looking for a way out, but all I saw was the small opening at the top of the cabin and decided that wasn't a safe way out. So I remained seated. Realizing I was panicking my boyfriend tried to calm me. The operator assured me everything was going to be fine. Still the Tram swung.

Finally, as the Tram operator spoke to the control operator, trying to find out what was happening, the Tram started to stabilize and I calmed down. We continued our ride to the Island in silence, everyone just waiting to touch the ground again.

Although I still don't know the official explanation as to what occurred that day, I did hear unofficially that the emergency brake had been pulled by mistake. Whatever the cause, it was an experience I'll never forget.

I continue to ride the Tram, although needless to say my first Tram ride was really a frightening experience which I hope I never experience again.

Gail Dunmore



It was mid January in 1978 and Roosevelt Island was feeling the brunt of the blizzard of '78.

I was a sailor in those days.

My office on Long Island was closed, so I decided to visit the New York Boat Show at the Coliseum.

In those pre-subway days the only transportation to the big island was the Tram. This was to be one of my maiden voyages.

The Tram was fully-loaded with lead weights and running on an irregular off-again/on-again schedule because of the howling winds and blowing snow, which made it unsafe to pass the two support towers at times.

When we were ready to leave, I was one of only three passengers braving the altitudes over the river. The others were a nun, also making her maiden tram voyage, and a structural engineer.

The Tram left the island base station and rode up to the midway point high over the river, at which point the wind really started blowing. The Tram stopped, and we were stuck, swaying precariously high over the river in eerie zero visibility, as though in the clouds. The three of us quickly engaged in conversation to quell our anxiety.

The nun, visibly nervous, said many Hail Marys to help us spiritually while the engineer explained how the Tram was designed to be safe, even rocking over the river. I listened, and I was comforted.

It took half an hour, but eventually the wind subsided, enabling the Tram to pass the Manhattan tower and dock on the other side.

It made for a memorable trip. It made me certain that I was more comfortable on the water rather than dangling high above it.

Don Eremin



Children's art from PS/IS 217. These and more pictures of The Tram by young Island residents are displayed in color on [Website NYC10044](#).



When I first came to Roosevelt Island, a raw newcomer amid early pioneers, The Tram was a daily experience. It's how I got to work, and back. And because it was everyone's daily experience, it imposed and supported a feeling of community... a feeling that we were special - unlike other New Yorkers.

We might complain about the Tram. But we had this oddity of urban transportation in common.

When any new Manhattan acquaintance asked me, early in the '80s, where I lived, I would say "on Roosevelt Island." "Oh, yeah?" came the response. "You go back and forth on that... that..." I would wait, to see if they might come up with the right word. "You know, that *thing*."

"The Tram," I would say. Again and again, I had my 15 Warhol minutes in such conversations.

Some would ask, "But isn't that dangerous?" And I began to answer, "Not so bad, really... We only lose two or three loads a week."

In those days, we were truly a community with a daily reminder of our common bond. We are still special. We live on an Island, after all.

And, if we choose, we can still ride the a Tram-way when we travel.

[Website NYC10044](#)

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Andy’s Gets New Owner

Andy’s Place is changing hands. Again. The eatery is currently being operated by the next owner, Kumars “Kaie” Razaghi, but is owned by attorney Nicholas Petras, who foreclosed a \$300,000 loan to the last owner, Andy Michaelopoulos. Razaghi awaits a lease on the premises, from RIOC, before taking over formally. Razaghi says he will close the restaurant briefly to renovate, then reopen with a new name, a new menu, lower prices, new decor, and other changes. “I plan to concentrate on seafood, chicken, and pasta,” he said this week. “There will be a larger breakfast menu, with a whole section on no-cholesterol omelettes, and lots of other surprises.” Andy’s Place has had three owners in its history. It was founded in 1976 as the Green Kitchen by John Papakostas, then and now owner of the original Green Kitchen in Manhattan at 77th Street and 1st Avenue. At the time, Andy Michaelopoulos (the Andy of “Andy’s Place”) was an employee with a small interest in the business. Still under the Green Kitchen name, the restaurant was taken over by the Boubaris brothers, Bobby (a nickname) and John. In the mid-1980’s there was a drug sting in the establishment, charges were filed, and at least one of the brothers served time. The restaurant was closed for a period, but was then taken over by Andy, this time as primary owner. This past Fall, the restaurant was closed briefly when RIOC filed a dispossess action against it for non-payment of several thousand dollars in back rent. Shortly afterward, it became clear Andy would soon be moving out, leaving the business to be taken over by a new owner.

Octagon Park Completion Slated

By Sherry Black

Completion of Octagon Park may be under way by April. “The bulk of the plan remains intact” said Mike Greason, RIOC spokesman. The project, begun in 1989, has awaited the final release of land used by the Department of Environmental Protection (DEP) in building Water Tunnel #3, a decades-long project to supplement existing city facilities in bringing water from the Catskill mountains. The cost of the \$3.4 million project will be born by the DEP. Plans call for a rose walk, frisbee field, grassy elevations, a pier that may ultimately be used as a landing point for a ferry and a concrete “prow” jutting into the river to simulate the feel of a ship in water. When the project is completed, an elevator shaft to the water tunnel will remain, hidden by plantings. The interior of the water tunnel was a backdrop for scenes from the Bruce Willis movie, “Die Hard III.”

Tramway, from page 1

The Roosevelt Island Residents Association (RIRA) recently passed a resolution demanding a role in any discussions of possible Tramway takeover by New York City’s Transit Authority, and has communicated that demand to Dr. Blue of RIOC. James Kaufman, a lawyer and member of the RIRA Common Council who served on Governor George Pataki’s transition team, and a member of the National Council on Transportation, voiced strong opposition to any plan to curtail Tramway hours. “It’s crucial that we not compromise the geographical integrity of the Island,” he said. “This Island has a unique demographic which precludes most methods of access. If the subway goes down, we have no back-up. And there are substantial numbers of people who will not use the subway for security reasons.”

Kaufman added, “I don’t believe there is a court in the land that would not grant relief through a temporary restraining order, if it came to that.”

Al Weinstein, Chairman of RIRA’s Tram Committee, expressed outrage over the reported plan, saying “there has not been one iota of communication with the RIRA Tram Committee, and none with the new leadership of RIRA. This would be a serious blow to the daily life of residents and the community as a whole.” Weinstein went on to protest that Dr. Blue has not even consulted with a separate Tram Committee formed by RIOC itself.

RIRA President Patrick Stewart commented to *The WIRE*, “Any tinkering with the Tram schedule would not be tolerated by the citizens of this Island.” (Stewart’s column appears on page 3.)

An Island Icon

While the Tramway’s role in the Island’s life has diminished since the arrival of subway service, it serves as a river-crossing back-up, and, in the eyes of some, a necessary alternative during late and early-morning hours when the subway may be considered less safe. In addition, the Tram is expected to play an important rush-hour role in the Spring of 1998, when work on subway tracks will reduce Q-line service to one direction at a time, between 57th Street in Manhattan to 21st Street, Long Island City, including the Island station.

The Tramway has also become a symbol of Roosevelt Island (see

feature, page 7), has appeared in a number of major movies, and its role in carving a viable residential community out of a previously ill-used East River chunk of land once called Welfare Island is a modern chapter in the Island’s rich history.

RIOC’s cutback plans appear to be based on the recommendation in the State Comptroller’s 1996 Audit Report, which also recommended elimination of Tramway console operators. That action has already been carried out by RIOC, which recently eliminated those positions despite protests from RIRA’s Tram Committee. Committee Chairman Weinstein called that action “outrageous,” citing incidents in which the console operator may have prevented serious injury by spotting a dangerous situation on the Island platform not visible to the cabin attendant.

Adverse Effect vs Savings

Writing of a period before Dr. Jerome Blue became President of RIOC, the state Audit Report said of the Tramway’s operating schedule, “RIOC officials have not taken any action to reduce the hours of tram service because they believe it would adversely affect the quality of life on the Island and could cause a reduction in the number of residents. They state that the tram is relied upon by students, senior citizens and the disabled; and that it provides an essential alternative to the subway, particularly late at night. Such factors should be considered; however, RIOC officials have not conducted any studies to determine tram ridership during the late night and early morning hours to determine how many residents would be affected.”

The report continued, “In 1991 the tram contractor estimated that \$270,000 would be saved annually by reducing the hours of operations to eliminate the need for one shift of workers. [But] RIOC officials... estimate that only \$150,000 per annum could be saved if [with a reduction of] 25 hours a week... the reduction of service hours would result in a significant cost savings...”

RIOC as Tram Operator?

The Audit Report also calls for RIOC to “Consider taking over the operation of the tram from the contractor,” pointing out that part of a \$132,500 management fee might thus be saved. When RIOC’s predecessor operated the Tramway for over two years in the 1980’s, RIRA eventually demanded that a private contractor be hired, citing excessive breakdowns.

Fast-track? Fumble? RIOC in Southtown Push

Analysis

The Roosevelt Island Operating Corporation (RIOC) is taking steps, on a broad front, toward construction of Southtown, ranging from a meeting seeking community input, through a meeting seeking bids from potential “Owner’s Representatives” – engineering firms which would function as RIOC’s professional eyes and ears during Southtown construction. Presumably, additional steps are being prepared behind the scenes.

Under the law, a series of specific steps are required as prerequisites to actual construction. President Jerome Blue of RIOC has been attempting to move determinedly toward groundbreaking, mandated by the Governor to expedite financial self-sufficiency for the Island. Because “ground rent” and PILOT payments (payments in lieu of taxes) are a key source of income for RIOC, development of the Southtown site may be expected to produce income for RIOC that will help it fill the gap created by withdrawal of the Island’s State subsidy in Governor George Pataki’s proposed budget for next fiscal year.

Blue told the 30-some potential Owner’s Representatives that Southtown construction could begin as early as 1997. RIOC’s request for proposals, which formally introduced the project to bidders, defined a 2,000-unit complex costing \$350 million.

Why State Subsidies?

The state’s original plan for Roosevelt Island envisioned that the Island would become financially self-sufficient once it had 20,000 residents. At present, just over 8,000 people live in just over 3,000 apartments. Depending on whose budget analysis you accept, this produces either a very tight budget situation that is manageable (Dr. Blue’s assessment), or a shortfall of millions of dollars that leaves the Island exposed to serious deterioration of its seawall, buildings, and services (Democratic legislators at all levels, RIRA President Patrick Stewart, former Island administrators, and others).

Until the budget for RIOC’s current year, state subsidies were a key element in the Island’s operating budget, and provided funding for capital development, improvement, and maintenance. Those funds totaled over \$6 million last fiscal year, but were reduced to just a \$600,000 operating subsidy for the current year. Because the Governor’s newly proposed budget would have the state withdraw all subsidy for Roosevelt Island, the Island administration may be forced to attempt self-sufficiency before targets in the original plan are reached.

Dr. Jerome Blue, an appointee of the Governor, has gone along with the Governor’s no-subsidy plan by submitting no request for State funding fiscal year 1997. While Blue has stated his belief that no subsidy funds are required – that the Island has already reached essential self-sufficiency, others familiar with Island operation believe that financial surpluses and contingency funds built up by earlier Island administrations will quickly be exhausted, and that the Island will then be without adequate funds for basic operation and maintenance.

Community Input

When RIOC invited community organizations to send representatives to a meeting on Southtown, the Common Council of RIRA, the Roosevelt Island Residents Association, acting as the only elected body representing Island residents, responded by asking for a continuing role in discussions and planning for Southtown, rather than the more passive role implied by the RIOC invitation. Many Island organizations supported the RIRA position in its appeal for a seat at the table.

On and off the record, many community leaders have expressed concern about being allowed only arms-length input in RIOC’s planning and execution of Southtown development. There is a strong feel-



ing, commonly expressed, that there have been so many personnel changes at RIOC, and so substantive an attitude change with the new RIOC administration, that only resident community leaders can provide the kind of input necessary to insure Southtown development in keeping with the interests of present and future residents – as opposed to development which satisfies other criteria, like the Governor’s demand that Roosevelt Island reach financial self-sufficiency well before the State’s original plan set forth.

There is, in short, a growing belief and concern that RIOC’s priorities are more oriented to political considerations than they are to the needs of residents; that Southtown is being rushed in an unprofessional way that may cast serious mistakes in steel, bricks, and mortar.

Is RIOC Prepared?

At RIOC’s January meeting seeking the bids of engineering firms qualified to serve as RIOC’s Owner’s Representative, many of the executives and engineers present expressed open concern that RIOC came ill-prepared to the meeting, and may be coming too hastily, and therefore ill-prepared, to the overall Southtown development process. The engineers were nearly strident in demanding clearer information, including a project time frame, the scope of the job, and more. They said, for example, they would have difficulty bidding without knowing who would be responsible for the Southtown infrastructure, RIOC, or the developer.

One engineer, clearly disgusted with the lack of solid information, walked out, saying flatly “This is a sham.” Others who remained at the meeting implored RIOC to refine the terms of the bid to make them clearer.

During the meeting, RIOC Board member Willard Warren and legal consultant Barbara Esbajo explained RIOC’s stance, saying that because potential developers are being asked for their ideas on the overall design of the project, many specifics won’t be known until developer proposals are in hand. Warren and Esbajo said part of the Owners’ Rep job will involve consideration of the construction proposals from developer candidates.

Blue indicated RIOC’s proposed level of flexibility on Southtown development, saying that a variety of mixed use possibilities remain on the table: high-rise, low-rise, townhouses, affordable rental, market rate rental, commercial space, assisted living, cooperatives, and more. He said construction might even be parceled out to several developers.

Responding to the engineers’ concerns about specifics, RIOC officials made an on-the-spot decision to revise the request for Owner’s Rep proposals to leave out financial aspects, and simply identify bidders’ experience and capacity to perform the Owners Rep function.

RIOC and Community Input

Speaking to the Owner’s Rep candidates, RIOC President Blue affirmed that “community input has taken place” in his description of the Southtown planning process, though the only known attempt to secure community input was the single meeting of representatives of community organizations, at which the primary response was a demand for deeper involvement than that suggested by the RIOC approach.

After attending the Owner’s Rep meeting, RIRA President Patrick Stewart commented, in fact, that “Dr. Blue’s attempt to involve the community in its own destiny is woefully lacking.” He also expressed concern about apparent RIOC deviation from the Roosevelt Island Master Plan. “Any deviation could cause significant delays,” he said, “because the existing environmental impact study calls for a specifically defined building project and the City Council could refuse to accept an alternate plan.”

School-based Counseling Gets Island Funds

by Barbara Lowenthal

“A child can feel... *There is someone special in school just for me.* Even if it’s only for a half hour, someone is listening.” Ann Hochman, Acting Principal of PS/IS 217, is describing Counseling in Schools (CIS), which recently received \$20,000 in Island Public Purpose Funds to continue services to children of uninsured families.

CIS offers services licensed by three state agencies: the State Office of Mental Health; the Office of Alcoholism and Substance Abuse; and the Early Intervention Program of the Department of Health. On-site mental health services now include four schools, including PS / IS 217.

CIS came to PS / IS 217 during the 1993-94 school year. Its case

load has grown from 40 families to 60, including 21 families without insurance.

Three therapists, certified social workers, provide services. A psychiatrist is also available once a month. Children meet with a therapist in private sessions in the familiar setting of school. Treatment issues include bereavement, behavioral disorders, depression, attention deficit disorder, development delays, and family issues like divorce and alcohol abuse.

The program places emphasis on close cooperation between therapist, school staff, and family, and on timely delivery of treatment. Hochman describes CIS as “an incredible supportive piece of the school and the very first defense to help a child personally.”

Through CIS, parents and children can request help directly from CIS counselors or school staff, or a teacher or administrator might suggest counseling. There is no waiting time.

CIS therapists are members of the school-based support team and help to determine which children might be at risk or require special services. Hochman had high praise for the CIS counselors, calling them “dedicated, committed, very pro-child, and very pro-parent.”

CIS also provides counseling services to Island residents with no children in the school, and for children up to age three who show signs of development delays.

For information contact Barbara Peskin at CIS, (212) **385-0086**.



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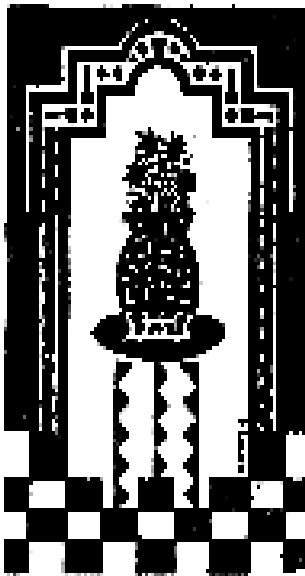
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Budget, from page 1

State Assemblyman Pete Grannis told *The WIRE* that RIOC’s assertion that no state subsidy is required for the Island will be put “to the test.” Grannis said “It’s my intention to have a discussion with Dr. Blue on this issue, and I am certainly prepared to ask for more money for Roosevelt Island to cover all the costs that are now passed on to the residents and the owners of the [apartment] buildings.” But, Grannis added, “I am certainly not going to be able to make any credible case for additional funds without RIOC supporting the need for funds.”

The Governor’s budget was submitted two weeks ago. Legislative hearings are now in progress, and the Legislature will take over the process completely by March 1. A new budget is supposed to be in place by April 1, though that deadline has been missed frequently in recent years as legislators have wrestled with the Governor and each other over spending priorities.

Commenting on the Governor’s proposed budget, Grannis said: “The most irresponsible thing the Governor has done is eliminate the capital budget... It’s made it impossible for RIOC to carry on with an orderly capital construction process to deal with the Island’s needs - the garage, the seawall, and so on. And we have plenty of history to show that if you don’t take care of things they fall apart.” Grannis cited the New York subway as an example of a system that suffered when preventive maintenance was deferred over long periods.



Kurt Wittman

The SportsPark is open Saturdays, 2:30-4:30, for inline skating

Subway, from page 1

Avenue station and nine at the Island station.

- The wide-angle lens cameras cover the off-hour waiting areas, elevators (internally and externally), mezzanine levels, and partial views of escalators.

- If a camera is tampered with, an alarm will sound in the token booth, alerting the clerk to call police or maintenance as appropriate.

- When an emergency calling (call-back) button is pushed and released, the passenger can not only talk to the clerk, but the nearest camera will immediately focus on that location and tape what is happening. There will be a call-back unit at each camera location.

- A tape lasts for 3 days, then rewinds and starts again. If you are involved in or observe an incident, be sure to report it immediately so the tape can be saved.

- The contractor is contractually required to train the token booth clerks on proper use of the CCTV system (this will happen within the next month) and instruction/telephone number sheet will be displayed in each booth.

RISC, through the efforts of Skip Hartman of the Roosevelt Island Racquet Club and Councilman Walter McCaffrey, obtained \$125,000 in design funds from the City Council. The Transit Authority covered the cost of the \$574,000 TV system and about \$100,000 for the annunciator system.

Jay Levine
SPORTSWIRE

TENNIS The instruction program sponsored by the New York Junior Tennis League still has places available for children 8-18. There is no charge and you only need to come to the Roosevelt Island Racquet Club every Saturday morning from 6 to 8 AM. Equipment isn’t necessary. Participants will soon compete for the prestigious Hartman Cup, awarded to a New York City team annually. Last year Roosevelt Island’s team

finished in second place overall. For more information, call Joyce Mincheff at 486-1997.

SOCCER The soccer season has also moved indoors on Roosevelt Island. The Island Youth Program is sponsoring a Kinderkickers indoor program. This will be an instructional league focusing on skills, team play and positions. The program is for kids 5-7, and is held every Saturday morning 10:30-12:00 at SportsPark. There are still 9 roster spots left, so come down and register. The cost is \$30 and includes a team shirt and trophy. For more information call Renato Folla at 935-5303.

BASKETBALL A weekly clinic for aspiring hoopsters aged 7-9 is being held every Saturday 12:00-2:30 in the gym at PS/IS 217. This is an instructional program with unofficial games. The cost is \$25. Parent volunteer coaches are also needed. For more information call Charles DeFino at 935-3645.

The R.I. Youth Center Basketball League has begun for kids 10-13. The six-team league will play Friday nights at 6:00 in the gym at PS/IS 217. Teams are co-ed. All six teams will make the playoffs with the championship game scheduled for Mar. 14th and a possible All-Star game scheduled for March 21. Fans are welcome.

Here are the game summaries from the opening week of the season:

Light Blue (coached by John Kelly) led by Nick Ortiz’s 22 points, Devin Epp’s ball handling and Matt Jordan’s rebounding defeated Grey, 46-36. The Grey team (coached by Ralph Munoz) was paced by Alex Sheppard’s game-high 23 points and a 2-point jumper by Taryn Levine which were the first points scored by girls in the league.

In the biggest thriller of the night, Royal Blue (coached by Steve Marcus) defeated Black (coached by Albie Morales) 26-24 on Hamidou Soumare’s jumper with 12 seconds left in the game. Royal Blue was paced by Oren Pail’s team-high 12 points and Enaldo Burgo’s 8. Black, despite the tough loss, was led by Ariela White’s rebounding, Mike Hammond’s slick ball-handling with 12 points and Keni Hovi’s 6 points.

In the final game of the evening, a tight defensive struggle between Navy (coached by Mike Babcock) and Red (coached by Mark Kelly & Richard Kramer) was won by Red 18-12. The Red team’s P.J. Kaplan blew up in the last 3 minutes and scored the final 6 points to lead Red to victory. P.J. led all scorers with 7 points and Martin Murphy had the league’s first 3 pointer. Navy was led by John Michael Chadonic’s 6 pts. and Christina Kirkman was the first girl to go to the foul line.

Standings	W-L	GB
Light Blue	1-0	0
Royal Blue	1-0	0
Red	1-0	0
Grey	0-1	1
Black	0-1	1
Navy	0-1	1

If you have sports-related news, announcements, scores, or standings please call me at **688-3358** or E-mail me at wiresports@aol.com.

Comparison Shopper

Nina Lublin

Nina Lublin

6-11 Jan 1997	Sloan's Roosevelt Island	Trade Fair 2355 B'way, Astoria	Associated B'way & 21 st Astoria	Pioneer 2 nd Av/64 th , Manhattan
Produce				
Idaho Baking potatoes (5 lb)	2.99	.99	.69	1.99
Yellow onions (2-lb bag)	.89	.69	(3 lb/.89) .60	.99
Carrots (2 lb)	.89	.79	.79	(3 lb/1.00) .66
Iceberg lettuce (head)	.79	.99	.59	.59
Tomatoes - plum (lb)	1.49	(2 lb/.99) .50	(2 lb/.99) .50	.99
Red Delicious apples (lb)	.89	.79	.69	1.09
Grapesfruit, pink	1.29	.79	(6/1.00) .16	(3/1.00) .34
Juices & Soft Drinks				
Diet Coke (2 liters)	1.69	(Pepsi) .99	.99	1.89
Apple juice (half gal)	Lincoln 1.99	Motts 2.69	Ad&Ev sale 1.99	Motts 2.89
Poultry, Meat & Fish				
Whole chickens (lb)	1.59	.79	.99	1.49
Shady Brook ground turkey (lb)	3.29	2.49	na / Perdue 2.29	2.29
Ground sirloin (lb)	3.99	3.29	2.59	3.99
Salmon filets (lb)	9.99	4.99	4.99	5.99
Staples				
Barilla pastas (1 lb pkgs)	1.09	na	1.25	1.49
Ragu spaghetti sauce (26oz)	2.39	2.39	2.19	2.69
Ronzoni pastas (1 lb pkgs)	.99	(2/1.00) .50	(2/1.00) .50	1.19 & 1.49
Carolina rice (40oz)	1.69	1.59	1.49	1.79
Wesson Oil (16oz)	1.99	2.19	1.79	2.29
Heinz ketchup (40oz)	* 3.29 / 2.99	3.19	2.89	3.59
Gulden's Mustard (8oz)	* 1.09 / .99	.99	.89	1.09
Hellman's Mayonnaise (16oz)	2.09	1.99	1.69	1.99
Ch of Sea white meat tuna (6oz)	2.09	1.89	1.69	1.99
Special K (18oz)	5.09	4.99	4.49	5.89
Folgers (13oz can)	3.99	2.99	2.99	3.59
Motts Natural Ap Sauce (23oz)	1.79	1.59	1.39	1.79
Del Monte can str beans (14.5oz)	1.09	.85	.69	.95
Progresso Minestrone (19oz)	2.29	1.89	1.69	(sale 2/3.00) 1.50
Laundry, Paper & Plastic				
Clorox bleach (half gal)	1.49	* 1.49 / 1.29	1.29	1.59
Wisk Ultra Concentrated (50oz)	5.49	4.59	4.49	5.19
Ultra Downy Fab Soft nr (40oz)	5.99	5.19	4.99	6.29
Scott paper towels (120 sheets)	1.99	1.69	1.99	1.99
Scott napkins (250)	2.69	(2/3.00) 1.50	1.99	1.99
Reynolds Aluminum foil (200sqft)	6.49	5.49	5.69	6.59
Kleenex tissues (250)***	(175/1.59) 2.27	2.19	1.79	(175/2.19) 3.13
Dairy				
2% milk (half gal)	1.69	1.35	1.35	1.69
Tropicana orange juice (half gal)	(2/5.00) 2.50	(2/5.00) 2.50	1.99	3.29
Land O'Lakes butter (1 lb pkg)	3.49	2.29	2.99	3.19
Dannon Yogurt - plain (8oz)	.99	.79	.89	.99
Frozen Foods				
Birdseye spinach (10oz)	.99	.89	.89	1.09
Haagen Dazs ice cream (pint)	3.49	2.99	2.69	3.59
Eggo waffles (large pkg)	2.49	2.09	2.49	2.49
Index Total				
Basket Total				

Index total represents total of unit prices (for example, just one pound of meat normally purchased in greater quantity), adjusted to compare a similar size or quantity. Basket total is based on actual goods available at a given store, and is intended to reflect likely purchase decisions. To maintain comparability of totals, where items were not available (na) at one or more stores, the item is not included in either total. *Both price labels seen on items on shelf; totals assume shopper would buy lower price. **Different prices apparently based on width of noodle. ***Where different sizes or quantity packaging found, prices shown in parens are actual; rightmost price is a conversion, where necessary, to facilitate comparison.

The full 80-item list shopped this month appears on **Website NYC10044**. For a printed copy of the full list, call (212) 753-3043 and leave your name, building number & apartment number. Off-island readers send a self-addressed stamped envelope and \$2 to *Main Street WIRE*, 531 Main #1611, NYC10044. Do you have a favorite market (or basket items) you'd like compared in a future issue? Call (212) 826-9056 with information.

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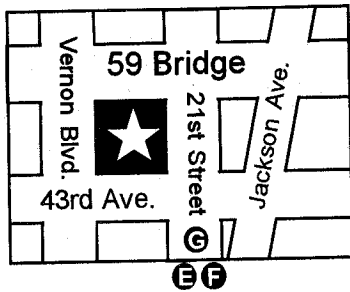
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