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The Main Street **WIRE**TM

Roosevelt Island's Community Newspaper

in association with **Website NYC10044** www.nyc10044.com



Child model and Islander Jack Humphrey

RI's Child Models Before Camera for Fun & Profit

by Anusha Shrivastava

The next time you pick up a flier advertising toys or flip through a magazine, be sure to check if the child smiling at you isn't the one you bumped into at the grocery store or the elevator in your building. The innocent, wide, blue eyes you complimented might be the very pair someone at a child-modeling agency may have fallen in love with, too.



Haley Shinozaki

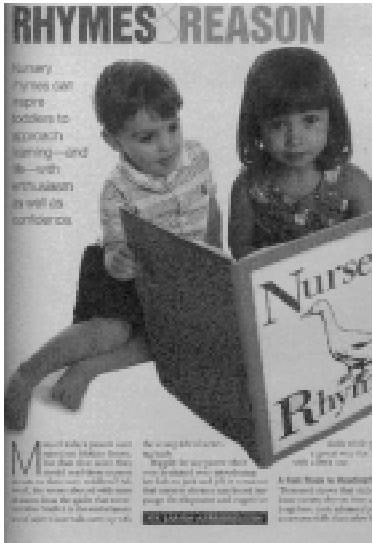
Jack Humphrey has modeled for The Gap, Aren Marfey has been featured in Parents magazine, Haley Shinozaki has been in back-to-school fashion news segments on television. Island kids all, they have been charming agents and working for about \$100 an hour for the past few years. "It's not the money that makes you do it, it is the beautiful pictures you get at the end of it," said Linda Humphrey, Jack's mother who works as a freelance journalist. Two-year-old Jack has been modeling since he was seven months old. "When he was that young, there was not a whole lot I could do with him so I thought this was a fun way to spend our time together."

Linda was attending a Mom's luncheon where an agent spoke about child modeling. Linda sent in some pictures of Jack and, the next thing she knew, Jack was attending go-sees or auditions for print advertisements. "I won't take Jack out of school for go-sees but, if it is convenient, we will go," she said.

The same thought was echoed by Lynne Marfey, a graphics designer, whose sons Aren, 3, and Jason, 10 months, have modeled for Toys R Us and some parent-oriented magazines. "I tell Aren that he is going to play with toys and it'll be fun. As long as it is fun for him, it is fine. Sometimes he is in a terrible mood and then we just come back. That's fine," said Marfey, shrugging her shoulders. "I would not push Aren to model or act."

For some parents, the novelty of the activity is not the only driving force. Lynne Strong-Shinozaki, eight-year old Haley's mother, was a model herself. "I wanted to be a fashion model but, when I hit 12, I stopped growing and that dream ended," said Strong-Shinozaki, as she balanced Mark, her one-year-old son on her lap. "I don't want to live my

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Aren Marfey (left) in Parents

RIOC Board Meeting

Tram Operator Says New Cable Ordered; Tram Return in March

A cable's on the way, and the Tram will be running again shortly after mid-March – if all goes as planned.

The President of American Tramways surprised the RIOC Board late Thursday with the announcement that he had placed a contingency order for a replacement haul cable.

Referring to his company's proposed modification that would have used the existing replacement cable that was cut eight feet short in error, Blomer told the Board, "As I informed you earlier [in executive session], we still do not have the approval from the New York State Department of Labor. We've been working for about seven weeks on that and, in light of not seeing a clear end to getting permission from the State anytime soon, American Tramways chose, a while back, to take an alternate route, as well, and we ordered a cable some time ago.

"That cable will be here in the first week of March. At that time we can go forward without getting final approval from the State [because] we'll be back to doing a one-to-one replacement without any

modifications or approvals necessary.

"At this time I would say, once the cable's here, it's within a couple of weeks that we can have the Tram back up and running. That's where we are today."

Early Thursday morning Blomer told *The WIRE* that he had no plans to attend the RIOC Board meeting that night but, by day's end, that had changed.

In response to a Board member's question, Blomer said installation of the replacement cable would take about a week, followed by a week of tests before the Tram is open to the public.

RIOC President Robert H. Ryan had some good news for Tramway employees. He said that meetings with the former Tram operator, Intefac, the employees' union, and American Tramways had produced an agreement, in principle, to expedite payments for accrued medical leave and vacation time. "We just have to have the lawyers cross a couple of t's and dot some i's, and hopefully by the end of next week we'll have the money off to American Tramways and they will then distribute it to the Tram employ-



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The Tramway's towers and cabins have been idle 90 days – and most of its staff idle since just before Christmas.

ees." He thanked the union and American Tramways for "great cooperation in this."

RIOC Board Chair Mary Beth Labate told Blomer, "I look forward to taking the Tram over for the next [Board] meeting."

Deadlock Broken

Until American Tramways revealed it had ordered a replacement cable, the Tram's return appeared stymied by a bureaucratic deadlock. Blomer told *The WIRE* early Thursday morning, "Our position is that we don't need a new cable." He said he had been calling the State Department of Labor (DOL) "almost daily" trying to get some movement in his plan to change the way the haul cable is attached to the Tram cabins.

But the DOL refused to sign off on the proposed solution, and said it was seeking a "third-party engineer" – someone competent in

See Tram, page 6

Flag-Raising Ceremony Today at Blackwell House

There's a flag-raising ceremony at Blackwell House at 11:00 a.m. today (Saturday, February 23).

Judy Berdy, president of the Island's Historical Society, discovered an unused flagpole behind the landmark farmhouse recently, and has put together a program featuring singer Juanita Fleming, Boy Scout Troop 59, the Brownies, and firefighters from the FDNY Special Operations Command based on the Island. Father Peter Miqueli and Sister Regina Palamara of St. Frances Cabrini Parish will also participate.

Berdy said, "I noticed the flagpole next to Blackwell House a few weeks ago and could not believe it has been here 25 years, unnoticed. I cannot find an Islander who remembers a flag ever flying from it."

She said the Roosevelt Island Operating Corporation has donated the flag that will fly from the pole, and was very cooperative in fixing the pole and improving the site. She added that RIOC Engineer Vinnie Kopicki has arranged for the pole to be lighted at night.

The Historical Society has spearheaded efforts, thus far unsuccessful, to get repairs and rehabilitation done at the historic Blackwell House. The 1796 structure has gone without attention for some years and has deteriorated from its condition at the time of a restora-

tion in 1975. At the November meeting of the RIOC Board, one director, Leo Kayser, invited Berdy to submit a proposal to take over the property. Berdy says work is progressing on a proposal, but the Historical Society has nothing to announce yet.

Health Department Closed Bakery in License Snafu

by Anusha Shrivastava

Ever since January 28, when a notice of the New York City Department of Health went up on the door of the Bakery, residents and passersby have wondered why the business was shuttered.

The store, at 546½ Main Street, was cited for several Department of Health violations. "Their permit had expired nearly six months ago," said a press assistant at the Department.

The last annual inspection had been held May 14, and the café was found up to the mark then. But the permit expired June 30, and the license was revoked last month as a result, said the Health Department.

Other violations included a thermometer not scaled properly for cooking and re-heating, so that there was a potential for the food

not being kept at the right temperature, and the method of thawing food did not meet the health code – food was being thawed at room temperature; the department requires use of a lower temperature.

"We are working closely with them to ensure that public health and safety is not endangered," said the Health Department representative, Lauren Margulies. She said fines would have to be paid and a fresh license issued.

The WIRE's calls to the Bakery owner were not returned, but a family member said he is away because his daughter is ill.

Inside the premises, a fresh coat of bright yellow paint has been applied to the walls, and green linoleum is being laid on the floor, but there's no word on when the Bakery will open its doors again.

It's African-American Heritage Month – Island Celebration Today

10 a.m. to 4 p.m., Senior Center – Dance, Crafts, Soul Food, Music, and T-Shirt Making for the Kids (Story, page 3; ad, page 7)

Learning Curve

What did Roosevelt Island learn over the past several weeks of the Tramway crisis? What have we yet to learn?

We know, for one thing, that even the best in the business can make a dumb mistake. RIOC put American Tramways on the job because it has the credentials and the depth on the bench required to manage and maintain a system like our Tramway. Even so, a single error turned a one-month shutdown into a hundred-day (plus) hiatus – bad enough for anybody, but a particular hardship on the disabled, who rely on the Tram as their only glitch-free ride to Manhattan.

On the other hand, we knew all along that perfection is reserved to the gods and denied all mortals.

So we learned that it pays to hire the best, but also to *hope* for the best.

Beyond that, we might seek another lesson in all this – one having to do with effective administration.

We can't know all that went on behind the scenes as American Tramways struggled to recover from its mistake in cutting the replacement haul-cable eight feet short. To be fair, we have to give the Roosevelt Island Operating Corporation credit for moving things along.

Yet, even at day's end Thursday, RIOC apparently was not aware that Red Blomer of American Tramways had quietly ordered a replacement cable. That suggests that the working relationship isn't as close as it should be, and that RIOC may not have been riding herd on the Tramway operator as closely as residents have a right to expect.

In retrospect, it's hard to imagine engineers at the Department of Labor signing off on a Tramway modification that might later be blamed for an accident, even if it were not the proximate cause. *Why take a chance?* And why expect a State agency without a compelling interest in returning the Tramway to service to stick its bureaucratic neck out?

RIOC should have known, we think, that spare cables can be stored, as *Website NYC10044* learned in some extended reporting this week. That fact contradicted what Rob Ryan told residents back in January, and he was probably speaking without accurate guidance from his own staff and American Tramways. Indeed, American Tramways' interest was in avoiding the purchase of another cable, so it was convenient to allow Ryan to believe storage of a spare wasn't an option.

So we hope RIOC has learned that closer and better-informed supervision is a worthy goal.

But for now, let's just celebrate the imminent – we might hope – return of our beloved Tramway.

Editor's note:

Several of the letters appearing in this issue were written before apparent resolution of the Tramway outage. Some others, including a letter from Rep. Carolyn Maloney, became irrelevant and were dropped after the announcement, Thursday night, of an apparent solution of the problems in returning the Tramway to service. **Letters deadline for Mar. 9 issue: Mon., Mar. 4**



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To RIOC:

I am writing to you with regards to the Tramways' continuous shut-down, due to problems in the annual regular maintenance and the lack of assertive management decisions.

I am in a wheelchair and my only way out from the Island to Manhattan is through the Tramway. That is because my power chair cannot jump the gap or the height difference between the subway cars and the platform, and it's almost impossible to ride the red bus. I cannot turn from the ramp to the aisle, unless my chair is partially dismantled.

Because of this nuisance I feel I am a prisoner of the Island, unable to go to events, visit friends and doctors, unless I contract a special ambulance service that is very expensive and which I cannot afford on my limited income.

This is very unfair and discriminatory; not only to me but also to all people with wheelchairs whose easiest access to Manhattan is the Tram. The whole thing seems as an orchestrated sabotage to permanently close down the Tramway.

I urge you to consider that this Island is wheelchair friendly and to take a more drastic action to repair the Tram (without sacrificing safety), which in the end will also provide a better service to our entire community.

Thank you for looking into this matter and your cooperation.

Gustavo Alori

To the Editor:

I'm sure that this latest Tram shutdown was originally due to a dumb accident, but its prolongation is already beginning to smell bad. Like a surreptitious Tram phase-out in the making. Well, think: isn't that what RIOC has wanted all along?

We all know that official attempts to reduce Tram service have always met with collective outrage, so RIOC has always had to back down. Now, I suspect that these people have found the perfect way to sneak in a Tram shutdown while neatly sidestepping public opinion.

How lucky for them that some moron cut the cable too short! Now they're free to postpone resumption of Tram activity indefinitely while hiding behind all kinds of lame "official" excuses. Maybe they believe that if they continue to bore us with these idiotic excuses, we'll just doze off and forget the whole thing.

Let's not do that. Let's keep asking RIOC just *when* are we getting the Tram back? Or better yet, let's try asking them for a straight answer: *Are* we getting the Tram back? Perhaps we could then proceed, depending on their answer (or non-answer) – instead of just sitting around passively, waiting for the next improbable excuse.

Patricia Duarte

Letters Policy

The WIRE welcomes letters to the Editor, to the community, and to/from officials. Publication on a *Name Withheld* basis will be considered, but the writer's name, address, and phone number must be provided for verification and for our records. **Preferred submission:** By e-mail to **Letters@MainStreetWIRE.com** (ASCII text preferred or use any wordprocessing software, but no MSWord files with macros), or PC-standard 3.5-inch floppy disk left at 531 Main Street for *The WIRE*. **Alternatives:** Typed, double-spaced copy left at 531 Main Street or faxed to (212) 755-2540. Clearly handwritten letters will be considered if brief, but we cannot take telephone dictation of letters. **All letters are subject to acceptance and to editing for length and clarity.** We recommend observing a maximum length of 300 words, but will consider longer letters if their content merits the required space.

Letters

Lawrence G. Reuter, President
MTA New York City Transit
370 Jay Street
Brooklyn, NY 11201 (fax **718-596-2146**)

Dear Mr. Reuter:

I am writing to you concerning the newly-added stops on the F train, stops that were served previously by the Q train and the Sixth Avenue Shuttle.

I have been a resident of Roosevelt Island for over eight years. During that time my family and I have seen many different permutations of subway service. For much of that time the Island was served by the Q. For the last three years or so, due largely to track work, we have been served by a variety of trains – so many, in fact, that one of the pastimes for many residents of Roosevelt Island was guessing what train would show up on a given day. (Weekends were particularly unpredictable in this regard.) When the decision came down recently that the Island would be serviced by the F, many Island residents were skeptical, but some of us were also optimistic. Perhaps the rerouting of the F, as well as the addition of the new V line, would benefit not only the residents of Queens, but those of us who make our home on Roosevelt Island. Certainly that is what the MTA implied in its announcements regarding the new service.

So much for optimism. The changes in the F line are nothing short of disastrous. Having once been a resident of Long Island City, I am familiar with the old F: the train that so many residents of Queens depended upon that each car would invariably be as packed as the proverbial can of sardines. The new F was heralded by the MTA as a train that would ease congestion and give subway riders increased travel options. As it turns out, the new F is just the old F in different drag. This comes as a rude surprise for Roosevelt Islanders who were accustomed to the Q, a train that was often voted the best in the city. The new F is, I would guess, similarly taxing for the people of Queens, who, while perhaps accustomed to being pushed, shoved and squished on their way to work each morning, probably don't like it any better now than they did then. In the meantime, the V cruises through Queens and Manhattan with hardly a passenger.

The residents of Roosevelt Island depend on the subway and the Tram for transportation to and from Manhattan. Most of us work in the City and many of our children attend school in the City. Recently, the Tram has undergone its own problems with service and, as a result, will not be operating for the foreseeable future. This means that we who live on the Island are dependent, more than ever, on the subway. This also means that there are more passengers using the Roosevelt Island subway station than before. Imagine a population of commuters that has doubled overnight and you'll have an idea of the crowding we face with a train like the F. Getting on to a train packed with commuters poses a problem for most of us. But one must also take into account the significant population of disabled and senior citizens who count Roosevelt Island as their home and are finding it increasingly difficult to catch a ride into the city. (This is true as well for parents with young children and strollers.) Given the development of Southtown – which will add, if the projections are correct, an additional 4,000 residents to the Island – the F stop on Roosevelt Island is well on its way to becoming the MTA's unfunniest joke.

May I suggest that Roosevelt Island – along with the stations at 21st Street/Queensbridge, 63rd and Lexington, and 57th and 6th – be served, not by the F, but by the V? This change would make the ride for those passengers who use the above-mentioned stations less onerous. Who knows? It may help even out the ridership of both the V and the F lines, resulting in real changes in subway service. This would have a beneficial effect for everyone involved – not least the MTA.

Thank you for your time.

Mario Naves

To the Community:

Do you ever get a sinking feeling in the pit of your stomach while thinking about the most recent Tram saga? I don't consider myself faint at heart. However, every time I think about recent Tram developments, that sinking feeling returns.

Recently, I learned that American Tramways is thinking about using the shortened cable as an operating cable. The same cable that is eight feet too short. It intends to test the shortened cable for safety, using weights and running it at a faster speed. While a new cable that is stretched beyond what it was designed to accommodate may "pass" its initial tests with flying colors now, my concern is that it won't pass the real test.

The trip across the East River – 250 feet high at its peak – on a shortened cable is too risky. Think of the Tram cable as a sophisticated clothesline in motion. Stretched beyond what it was designed to do, the cable will probably wear out sooner rather than later. Who knows if you or I will be riding in the Tramway 250 above ground when it fails its real test?

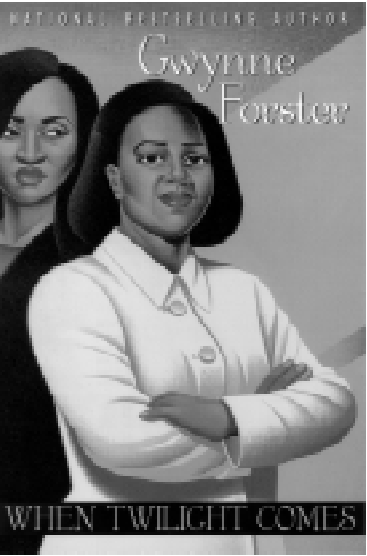
I don't understand why American Tramways has not been held accountable to remedy the situation in a reasonable time frame. When consumer goods are found to be defective and unsafe, they are generally pulled from the shelves and replaced with ones that meet the standard. Why should the Tram cable, which literally holds our lives above ground as we travel to and from Roosevelt Island and Manhattan, not be held to the same high standard? Why doesn't American Tramways take back its faulty product, and replace it with a cable that is eight feet longer – instead of what appears to be a cheap solution to an embarrassing error?

I for one do not believe for a moment that American Tramways, RIOC, or any other governmental agency will prevent an accident by monitoring the defective cable more closely. While I don't mind taking a high flyer on some gambles, life is too precious to gamble on what could and should be remedied properly. I think 9/11 reminded us of the preciousness of life.

The Tram has been an important feature on Roosevelt Island for obvious reasons. It significantly adds to the safety and quality of life for residents, young, old, and in between. Furthermore, the Tram is also one of New York City's crown jewels, which consistently attracts tourists – something this city could use right now – instead of another tragedy!

Harriet Katz

Forster’s 18th Work Published



Island author Gwynne Forster has published her 18th work of fiction, *When Twilight Comes*. Published by Kensington/Dafina Books, the novel is the story of a family-owned business in North Carolina, the state’s most influential African-American newspaper. A reviewer for *The Nashville Courier* said the work is “filled with verve, panache, and sensitivity,” adding, “Forster strips the characters bare [and] deftly displays the complexity of family relationships.” Forster, whose real name is Gwen Acsadi, has a website at www.gwynneforster.com., and she runs an on-line group posted on the web service, Yahoo. She was profiled in the Fourth of July issue of *The WIRE*. That article is available on *Website NYC10044* at www.nyc10044.com/wire/2120/forster.html. Forster won a national award for “best novel in class” for six of her works, and the 2001 Gold Pen Award for *Beyond Desire*. She’s also widely published as a demographer.

This is not the column I wrote last Tuesday. It was a pretty good column about the loss of the Tram, but I happily scrapped it Thursday night. An amazing thing happened at the RIOC Board of Directors meeting. As you probably know by now, Red Blomer, president of American Tramways, showed up and stopped the show. He expressed his displeasure at the New York State Department of Labor’s reluctance to sign off on his plan to use the shortened haul cable. And then he announced that American Tramways had ordered a new, full-length cable from Europe *six weeks ago!* He estimates that it will arrive the first week in March, and that the Tram will re-open “a couple of weeks” thereafter. His company will absorb the full cost of the replacement cable. Talk about stepping up to the plate. We owe Mr. Blomer a vote of thanks for putting an end to our endless wait and for being a *mensch*.

I have more good news to report. Prior to the RIOC Board meeting, I attended the annual meeting of the New York City Transit Riders Council, 2002 President’s Forum. This open meeting is sponsored by the Permanent Citizens Advisory Committee (PCAC), a non-profit transportation watchdog group with offices in the MTA building. The Council offers City transit riders the opportunity to speak with Lawrence Reuter, president of the New York City Transit Authority, and some of his top staff. I got there early, with the hope that I might say my piece and get to the RIOC meeting in time to participate in their post-adjournment mini-town meeting. Here’s what I said to Mr. Reuter:

Good evening Mr. Reuter. My name is Matthew Katz and I’m here representing the 9,500 residents of Roosevelt Island as president of its Residents Association. But I’m also representing the many workers at the two chronic-care hospitals, Coler and Goldwater, the visitors and tourists to Roosevelt Island, and the future residents of Southtown from Memorial Sloan-Kettering and New York Hospitals. What they have in common is that they all ride the Tram.

You may know that the Roosevelt Island Tram has been out of service since Thanksgiving. At present, there is no start-up date in sight. However, the Tram is absolutely essential by virtue of the unique nature of the Roosevelt Island community. We are a planned community, Mr. Reuter, with a large population of senior citizens, wheelchair riders, and other disabled residents. The subway system is inaccessible to them as it is not ADA compliant. Our commuter Tramway has been their one consistent resource for travel to Manhattan and, presently, has been replaced by a bus.

One of these days, Tram service will be restored. And on that day, the Tram will still be the only two-fare ride in New York City. Mr. Reuter, the Tram was never incorporated in the MetroCard system because of the unique nature of Roosevelt Island’s management. RIOC, a public-benefit corporation that owns and operates the Tram, has been reluctant to seek MetroCard service because of the loss of revenue from riders whose travels started on another form of transportation within the City system. Mr. Reuter, wouldn’t it be in the best interests of

New York City transit riders and the MTA if some revenue-sharing plan could be devised that would incorporate this last public transit system into MetroCard? The most recent financials released to the public indicate operating expenditures of \$2.9 million offset by revenues of \$1.3 million. Therefore, 45% of operating costs come from the farebox, and there is no off-Island subsidy of the Tramway from any source. The \$1.6 million annual deficit wouldn’t run Transit Authority operations for a single day. The Transit Authority’s obligation to make up RIOC’s shortfall would diminish as ridership increased, as it surely will over the next several years. The slogan that announced the start of MetroCard, a system that transformed New York commuting, was “One City, One Fare.” Unless and until the Roosevelt Island Tram is included in MetroCard service, that promise is a sham.

The RIOC Board of Directors is meeting even as we speak. Won’t you give me a sign that the Transit Authority is open to discussion with your sister public-benefit corporation, the Roosevelt Island Operating Corporation? I’m on my way there immediately after leaving you, and I would be gratified to be able to present them with this opportunity to serve the Tram ridership and the Roosevelt Island community. Thank you for your time.

I expected a cool reception, and was blown away by the Transit Authority president’s enthusiasm for the idea. He noted that the prior RIOC administration (that’s Dr. Blue he’s talking about) was “not receptive” to TA inquiries regarding the MetroCard for the



Matthew Katz
RIOC President
e-mail: matthewkatz@rcn.com

Tram, but he is “eager” to speak to the current administrator. Mr. Reuter even gave me his card to deliver to Rob Ryan! I delivered this message to the RIOC Board, and RIOC president Ryan said that his staff had discussed the MetroCard with the Transit Authority last summer. I noted that, regardless of the details, this was a “window of opportunity” that should be grabbed with both hands. I reminded everyone that Mayor Bloomberg was a supporter of the Tram MetroCard, and that City Council Speaker Miller was unwilling to discuss Tram advertising without the MetroCard being part of the package. Perhaps this opening could help clear the political logjam. RIOC Board member Leo Kayser suggested that yours truly set up a meeting to include myself and the presidents of RIOC and NYCTA. Of course, I jumped at the chance, with the understanding that any substantive negotiations must be public-benefit corporation (RIOC) to public-benefit corporation (NYCTA). Rob Ryan agreed to this turn of events, and by the time you read this, a meeting to discuss incorporating the Roosevelt Island Tram into the MetroCard system may be on the books. Clearly, there’s many a slip... you know the rest. However, a process has been started. When I last suggested the idea to MTA Chairman, E. Virgil Conway, three years ago, he treated it like a month-old fish; something stinking to be quickly discarded. If people at the top, people of good will, are willing to seek solutions, then we are ahead of the game. Stay tuned, keep your fingers crossed and demand updates on the status of the negotiations from RIOC.

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to editor@MainStreetWIRE.com

African-American Heritage Fest Today At Senior Center

The Island’s annual observance of African-American Heritage Month will kick off this morning (Sat., Feb. 23) at 10:00 and run through 4:00 p.m. The event, put together by Roosevelt Island Housing Management and sponsored by the Seniors Association and the Historical Society, will feature ethnic cuisine and music, performances, storytelling, and (for the kids) interactive fun like T-shirt making (that’s at 11:00). Events are listed in an ad on page 7. Admission is free.

COMING UP

Compiled by WIRE staff – Fax information to 755-2540
e-mail ComingUp@MainStreetWIRE.com
or click on the e-mail link at www.nyc10044.com

Sat., Feb. 23, 10:00-4:00, **African-American Heritage Month Celebration 2002**, Senior Center, 546 Main Street. Storyteller Dr. Joyce C. Duncan, Cotton Club Swing Dancers, booths, arts and crafts, soul food, music, and more.
Sat., Feb. 23, 11:00 a.m., **Flag-Raising Ceremony**, Blackwell House, with FDNY Special Operations Command and Island Boy Scouts, sponsored by the Historical Society.
Mon., Feb. 25, 8:00 p.m., **Toastmasters** meeting; public speaking without fear. For information, call (212) 759-0396.
Fri., Mar. 1 (and every Friday), 7:00 p.m., **Sketching Session**, offered by the Roosevelt Island Visual Art Association, 546 Main Street, 12th floor. Fee. Information: 755-1771.
Sat., Mar. 2, 7:00 p.m., **Concert – Los Soneros de Oriente**, Son style Afro-Cuban song, PS/IS 217 Auditorium, presented by the PS/IS 217 Beacon Program of the Roosevelt Island Youth Program. Free.
Wed., Mar. 6, 8:00 p.m., **Residents Association Common Council Meeting**, Chapel of the Good Shepherd.
Fri., Mar. 8, 5:00 p.m., **Grand Opening of the Gallery** of Roosevelt Island Visual Art Association in the former Bigelow Pharmacy location, street level, Rivercross.
Sat., Mar. 9, next issue of **The Main Street WIRE. Deadlines:** Advertising in the paper, Fri., Mar. 1; decision on stuffers for *The Bag*, Mon., Mar. 4, with materials due Thur., Mar. 7. **Future issues** generally every two weeks as follows: Mar. 23, Apr. 6, Apr. 20, May 4, May 18, June 1, June 15, June 29 (Fourth of July issue), July 27 (reduced summer schedule), Aug. 24, Sept. 7, Sept. 21, Oct. 5, Oct. 19, Nov. 2 (pre-election issue), Nov. 9 (post-election), Nov. 23, Dec. 14 (holiday issue). **Phone/fax** for news, **826-9055/755-2540**; phone/fax for advertising inquiries, **751-8214/755-2540**; to list your organization’s Island events here (no charge), fax information to **755-2540**, or e-mail ComingUp@MainStreetWIRE.com.
Tue., Mar. 19, 7:30 p.m., **MTA Bridges and Tunnels**, program of the Roosevelt Island Historical Society, presented by Lauren Rosen, featuring photos and drawings from the MTA Bridges and Tunnels Division, Island House Community Room, 555 Main Street. Free.
Thur., Mar. 21, 6:30 p.m., **Book Discussion, The Reader** by Bernhard Schlink, Library. Advance registration required.
Sat., Mar. 23, 10:00 a.m., **How Many Activities Are Enough?**, seminar led by Dr. G. Lipton, sponsored by Island Kids, 536 Main Street community room. \$20. Information: **758-8408**.
Tue., Apr. 2, 7:00 p.m., tentative date for the Municipal Art Society’s *Imagine New York* session on Roosevelt Island. If interested in participating, contact facilitator Ethel Romm at **980-5352** or at ethelgr@mindspring.com. Location to be announced.
Wed., Apr. 3, 8:00 p.m., **Residents Association Common Council Meeting**, Chapel of the Good Shepherd.
Tue., Apr. 16, 6:30 p.m., **Book Discussion, Divine Secrets of the Ya-Ya Sisterhood** by Rebecca Wells, Library. Advance registration required.
Tue., Apr. 16, 7:30 p.m., **Restoring Strecker**, program of the Roosevelt Island Historical Society, with Page Ayres Crowley, conservation and restoration architect, Island House Community Room, 555 Main Street. Free.
Fri., Apr. 26, 10:00 a.m., **Arbor Day Tree Planting**, sponsored by Roosevelt Island Tree Board.
Sat., Apr. 27, 10:00 a.m., **What’s Next?, Career Development for Mothers**, seminar led by Dr. G. Lipton, sponsored by Island Kids, 536 Main Street community room. \$20. Information: **758-4808**.
Wed., May 1, 8:00 p.m., **Residents Association Common Council Meeting**, Chapel of the Good Shepherd.
Tue., May 21, 6:30 p.m., **Book Discussion, Cold Mountain** by Charles Frazier, Library. Advance registration required.
Tue., May 21, 7:30 p.m., **Manhole and Coal-Chute Covers**, presentation of the Roosevelt Island Historical Society, with historian Diana Stuart. Island House Community Room, 555 Main Street. Free.

Senior Center

Monday

10:30, **Blood Pressure Screening**
12:30, “**Oldies**” Movies
12:45, **Arts & Crafts** (RIDA)

Tuesday

10:00, **Jazzercise**
1:30, **Games** (RISA)

Wednesday

9:15, **Stay Well Exercise**
10:00, **English as 2nd Language** (beginner)
11:00, **English as 2nd Language** (intermediate)

Thursday

10:00, **Tai Chi**
10:30, **Creative Arts**
12:30, **Movie**
7:00, **Dance Class**

Friday

9:00, **Citizenship**
10:00, **English as 2nd Language** (beginner)

10:15, **Yoga Stretch**
11:00, **English as 2nd Language** (intermediate)
1:00, **Computer Class**
7:30, **Lotto**

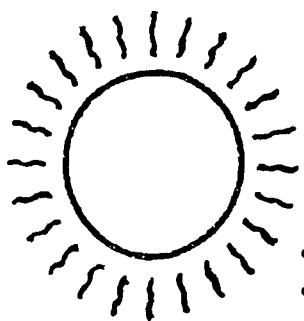
Saturday

7:30, **Bingo** (RISA)

Special Events

Wed., Feb. 27, 10:00, Lecture, “Amazing Memory.”
Thur., Feb. 28, 12:30, Winter Birthday Party
Mon., Mar. 11, 11:00-12:30, MetroCard Bus
Wed., Mar. 20, 12:30, Crime Lecture
Tue., Mar 26, 12:30, Eye Screening

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Saturday
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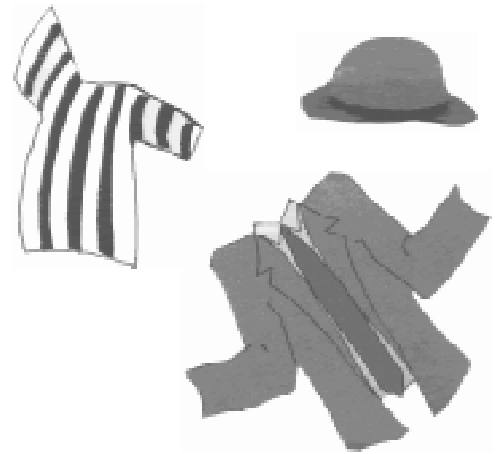
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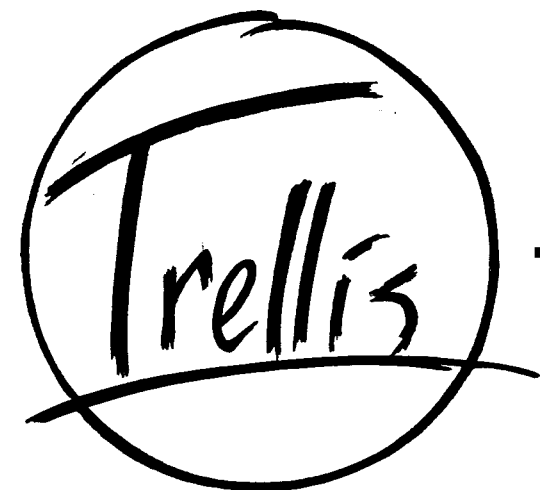
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THE ICILA DA SILVA FOUNDATION thanks all those who made possible the January 5 blood drive, and all the donors.

CAN YOU TYPE? WANT TO HELP WITH *The WIRE*? *The WIRE* needs volunteer typists for jobs ranging from short to long, from rush to long-term. No compensation, but lots of satisfaction in being part of one of the community's oldest institutions. Call (212) **826-9055** or e-mail editor@MainStreetWIRE.com.

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Kids from page 1

life through Haley, but I do know the business since I have been in it myself. It is more for the experience. It teaches children professionalism and they appreciate the hard work that goes into it.”

Children may have to spend up to eight hours for a single shoot that may pay as little as \$200. Some companies pay by the hour even if the child is not actually shooting all the time he or she is at the studio. There is usually a payment for the shoot and a bonus if the child is featured in the approved advertisement. Commercials pay more than print advertisements, but time spent in trying out for commercials is disproportionately high.

It generally falls to the mother to take the child for go-sees and shoots, so it becomes an assignment for her, too. In most cases, the father’s role is simply the appreciative nod when the pictures come out. “My husband loves the pictures,” said Marfey.

Even so, both parents generally discuss the issue of whether their child should model at all and for how long. “We sat down as a family and discussed whether we really wanted to do this. We decided to go ahead because Haley seems to enjoy it and she is very good at it. She takes direction very well and the producers love her,” said Strong-Shinozaki.

The concern most parents have is how modeling may affect their child’s development and outlook. They generally do not want to pressure their child or take away from what they see as a healthy, play-filled childhood. “Our society looks at modeling as a desirable thing so it becomes an instant plus, but aggressive parents could be damaging their child,” said Gina Lipton, a psychologist and former counselor at the Polytechnic University in New York. “Parents need to look at their child as a separate person and see if the child really enjoys the activity. A five-year-old knows what he enjoys and parents should respect the child’s wishes.”

The younger the child, the less easy it is to determine whether he or she is enjoying the modeling because, in some instances, the significance of having been featured in a magazine is lost on the child. As they grow older, children may be more aware of the situation. “I like being on television,” said Haley. “We get to drink hot chocolate at the shoots and I

Tram from page 1

Tramway engineering but not connected with either DOL or American Tramways — to approve the modification. As of late Thursday, DOL had not returned calls seeking a progress report, apparently having nothing to report.

Blomer had proposed to DOL that it use RIOC’s outside Tramway consultant, Aerial Engineering of Spokane, Washington, as the third party to sign off on the plan to use the short cable. As of late Thursday, however, the Department of Labor had not accepted that idea and was apparently unsuccessful in efforts to find an engineer willing to take responsibility for approving the modification.

Blomer seems to have kept his order for a replacement cable to himself, hoping that RIOC and others would pressure the Department of Labor to get moving on the approval sought for the modified method of attaching the haul cable to the Tram. Apparently the change of course came sometime during the day Thursday, possibly because the contingency order had to be canceled or made firm, or possibly just because Blomer concluded that the State would not grant the needed approval anytime soon. The RIOC Board’s open-forum evening meeting may also have been a factor.

The haul cable for the Roosevelt Island Tramway has a polypropylene core wrapped with steel cable. It was described as 3,510 feet long by Ryan at a January 24 community meeting. Such cables weigh just under 4.5 pounds per foot, and sell for about \$6.00 a foot, according to Mike Catino, vice-president for engineering of Paulsen Wire Rope, a company that has produced cables for the Roosevelt Island Tramway in the past. That would put American Tramways’ short-cutting error at about \$21,000 plus transportation.

get two tickets at the end.” A ticket is what Haley calls the check.

The checks may not add up to much but parents of all the child models are tucking away the cash in the children’s education funds. If that does not amount to much, they say, at least they will have pretty pictures they did not have to pay for.



by Seth Kaufman

SPORTSWIRE

BASKETBALL The final regular season standings for the Youth Program’s Winter Basketball League are:

12-14 Division		15-17 Division	
Lakers	5-1	Magic	5-0
Kings	3-3	Bucks	3-2
Spurs	2-4	Raptors	2-3
Mavericks	2-4	Celtics	0-5

12-14 Division: On February 16, in the last regular season game, the Mavericks handed the Lakers their first loss of the season, 56-53. The Lakers were led by Eric Miranda with 10 points, while Quincy Leon, Emanuel Ogbogu, and Matthew Brodsky each added 8. For the Mavericks, Jonathan Singh led the team with 16 points, with Alpha Bah adding 15, and LeQuan Francis and Tyrell Anderson each adding 10. In the other game that afternoon, the Kings beat the Spurs in a close game 62-59. For the Kings, Dan Moraru led the team with 27, while Steven Morgan had 16, Seif Dorani had 11, and Emerson Sampaio added 8. The Spurs were led by Byron Gaspard, with Mirza Avdovic adding 16, Fabian Williams adding 14, and Shirome Dixon adding 8.

Leading Scorers (points per game through the end of the regular season): (1) Joel Arroyo (Lakers) 24.8; (2) Dan Moraru (Kings) 20.7; (3) Fabian Williams (Spurs) 17.4; (4) Steven Morgan (Kings) 17.3; (5) Alpha Bah (Mavericks) 12.6; (6) Byron Gaspard (Spurs) 12; (7) Mirza Avdovic (Spurs) 11; (7) Derrick Moore (Lakers) 11; (9) Tyrell Anderson (Mavericks) 10.4.

15-17 Division: In action from February 8, in a game between the first and second place teams, the first place Magic remained undefeated by beating the Bucks 73-65. For the Magic, Dwight Wells led the team with 17 points, 14 of them in the second half, while Prince Cherry added 15 points, Scott Davis added 13, and Isiah Doxen had 12. Tymel Williams led the Bucks with 20 points and Randy Cline added 14, while the league’s leading scorer, Devin Epps, was held to 13 points. In the other game that night, the Raptors defeated the Celtics by 10 points, 53-43. Victor Lopez and Omar Moore led the Raptors with 12 points each, while Pablo Delgado added 8. For the Celtics, Mark Comrie led the team with 12 points, while Antoine Smith had 10, and Ferlin Baez added 9.

Leading Scorers: (1) Devin Epps (Bucks) 22.1; (2) Kyle Coleman (Celtics) 17; (3) Prince Cherry (Magic) 13.4; (4) Devon Wells (Raptors) 10.8; (4) Tymel Williams (Bucks) 10.8; (6) Randy Cline (Bucks) 10; (6) Scott Davis (Magic) 10; (8) Victor Lopez (Raptors) 9.8; (9) Chris Rosado (Magic) 9.5.

Basketball playoffs will begin Friday night, March 1, for the 15-17 Division, and Saturday afternoon, March 2, for the 12-14 Division.

BASEBALL The Youth Program is accepting registration for its spring Little League program. Registration forms are available at the Youth Center at 506 Main Street and at the Beacon Program at PS/IS 217. Registration will close on February 28.

Island Bridge Rehab Now Slated for 2005; Will Remain Movable, Open During Work

by Larry Parnes

Rehabilitation of the Roosevelt Island Bridge has been put off to 2005, and the bridge will remain a lift bridge, its main span movable.

The City Department of Transportation had earlier projected turning the bridge into a fixed bridge, possibly removing its lifting towers, but that plan was nixed by the Coast Guard after September 11, possibly to keep

News Updates:

Website NYC10044

www.nyc10044.com

the east channel as a back-up.

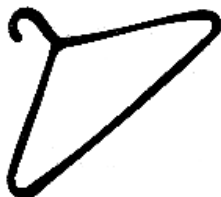
The DOT plans were the subject of a presentation last week at a meeting of the Transportation Committee of Community Board 8. They include approaches to the bridge from the Queens side, but no work on the Island ramp, which is not under DOT jurisdiction.

The rehab project will take two years and cost \$22 million. It is projected to extend the life of the bridge an additional 30 years, and includes removal of lead-based paint.

The work, once started, will be confined to non-peak-traffic periods, according to DOT. During those hours, flag carriers will control a single reversible vehicle lane, with the direction of traffic alternating. DOT representatives said the work plan and scheduling will take construction of Southtown into account.

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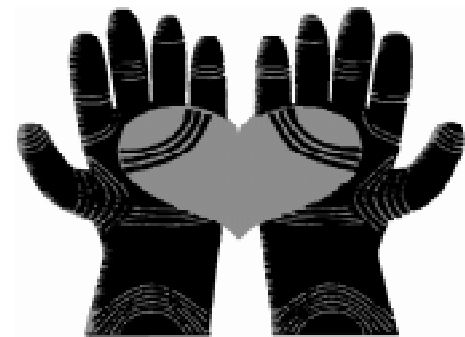
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11:00 AM – T-Shirt Making for the Kids!
12:30 PM - Storytelling for Children and Young Adults
2:00 PM – Janet Hill, African Dancer
3:00 PM – Cotton Club Swing Dancers
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