

The
Stony
Brook

PRESS

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Stage XII Delays

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ST. JAMES

LIRR Changes

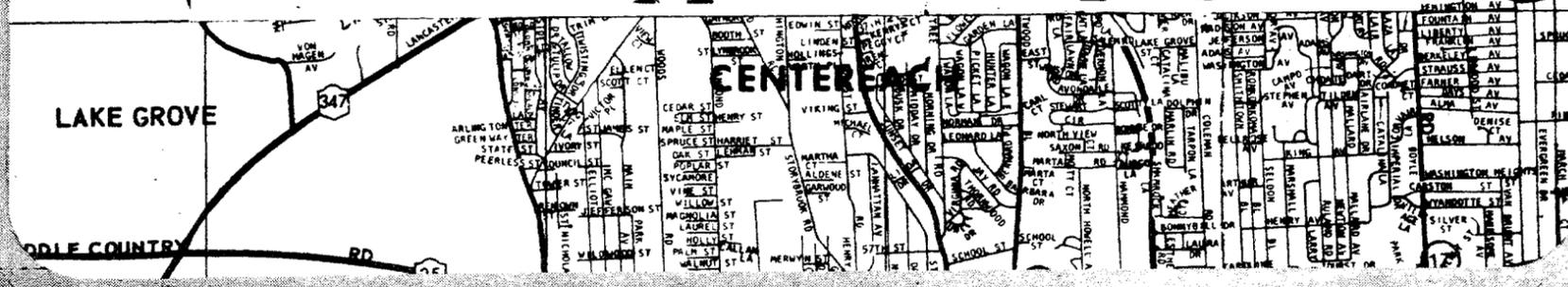
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Time Trippers

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Deterioration

In the recent past there has been a great deal of concern for the plight of the starving in third world countries. Of all these countries the only one whose major problem is of natural causes is Ethiopia which has been suffering from a severe drought for a few years.

However, Ethiopia and other countries have all been hurt by the partial introduction of technology into their societies by the developed countries of the world.

In the past, the rate of survival of children to child-bearing age was low enough that the population did not grow exceedingly fast. The birth rate and mortality rate were fairly proportional. The population grew at a manageable rate. However, the introduction of such simple measures, as immunizations, boiling of water to kill germs, and teaching people proper nutrition, has caused a decrease in the death rate which has respectively altered the population growth rate. With the increased amount of people who reach puberty, there is an increase in the population. Under normal circumstances, in a developed country, population control is accomplished through birth control. Unfortunately, the Reagan Administration has put

certain regulations on the food aid that underdeveloped countries receive from the US: it is illegal to teach birth control. If birth control were taught these countries would lose their aid.

Many people say "So big deal. We'll teach them to farm their own land." Well, they've been taught how to plant their own fields, but not sufficiently taught how to harvest and even if they were, they don't have the technology to effectively harvest. Tractors and modern equipment are needed, commodities that are unaffordable to starving nations. There has been an introduction of technology with out sufficient education for consideration of the society.

Besides the lack of knowledge, nature also has had a hand in the inability of most third world countries to survive as a nation. All land has a carrying capacity, and if that capacity is exceeded the natural resources will begin to deteriorate. Most third world nations are or have exceeded the carrying capacity of their land. It is impossible for more people to be sustained from the land — the land can't take it. But that actually should not matter, for the total grain production of the world is equal to 2lbs of grain for each person on the globe per day.

The U.S. added its share of food aid to third world nations. But many of these nations have an infrastructure unsuitable for proper transportation. Roadways are washed away, railroads incomplete and broken, even many rivers are impassable. The U.S. should help aid in correcting these problems by sending engineers, and equipment not more food to be used at a tool against people by the government.

In Ethiopia, for example, where it is possible to get food because the infrastructure system is not all that decrepate, the government holds the food back from the people. The government is a military regime. To keep people from banding with the freedom fighters, or rebels, as the government calls them, the government retains food from these bands. Only once the people enter government restricted areas can these people eat.

The U.S., to honestly help these people, should not aid the Ethiopian government by giving food with out regulations. The U.S., by continually supplying the government with food is in essence condoning its inhumane behaviour. As a democracy, we should be opposing a military regime that tortures its people with starvation.

Queued

With the first two weeks of the semester almost over, Stony Brook students have once again endured one of the most time consuming and mind draining activities of their college experience: the act of waiting on line.

Not that there is anything wrong with waiting on a line, it's a fact of life. In the real world, we wait on line almost everyday — at the bank, the store, or even during rush hour on the Northern State Parkway. Unfortunately, the lines at Stony Brook are of a different nature; they seem endless.

Case in point: Administration. We wait at the Registrar, and after a billing error is discovered, are sent to Student Accounts. With a computer system handling the accounts, we would expect a relatively short wait. Not to worry though, this line is just as slow as the other.

After waiting an eternity there, it is then discovered that financial aid information is not complete. Off to the Financial Aid office we go. Then it is back to Student Accounts. Sometimes its worse that the line for an "E" ticket ride at Disneyland.

If we are really lucky we can go back to the Registrar line while avoiding the zig-zag ropes at the Bursar. So now, after possibly missing class or work, what is returned for our effort? An opscan report!

Although most of the infamous queues are located in the Administration building, lines still are found in abundance all over this campus. Certain groups of

students must put up with more waiting than others. The agency responsible for causing freshmen and transfer students to line up in excess is the Dining and Kitchen Administration.

Since the newly renovated Stage XII cafeteria has not yet opened, students from the two Stage XII and the Kelly quad mandatory meal plan buildings have been forced to wait on long lines at the already overcrowded Kelly cafeteria.

Some students complained that unless they arrive there at 4:30 for dinner, they not only experience a long wait, they also have difficulty finding adequate seating.

In the Union, students wishing to eat at Papa Joe's or the Union Deli will also find lines of considerable length. When challenging the Administration's position that the meal plan is more convenient for students than participating in the Dorm Cooking program, we can see that this is not entirely true.

Students lining up on their own initiative is not uncommon. We saw this last week when those who wanted to attend Tokyo Joe's waited on line in the Fireside Lounge only to be treated as cattle by muscle-brained red bow-tied SAB security personnel.

A queue that would be welcomed by most would be one by the Union ticket office; a crowd anxiously waiting for their tickets would be a sight for sore eyes. We should hope that some bands are booked soon or there won't be many lines at Fall Fest.

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Executive Editor..... Eliz. Hampton
Associate Editor..... Anthony Tesoriero
Managing Editor..... N. Todd Drobenare
Business Manager..... Michael DePhillips
Editor Emeritus..... Ron Ostertag
Photo Editor..... Scott Richter

News and Feature: Fernando Camilo, Joe Caponi, John Dunn, J. Hernandez, Quinn Kaufman

Graphics: Marc Berry, Stephen Coyne, JoAnn Gredell, Craig Goldsmith, John Gutbezhai, Sanford Lu, Rafael Mayen, Raj

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Phone: 246-6832

Office:

Suite 020 Old Biology (Central Hall)

S.U.N.Y. at Stony Brook

Stony Brook, New York 11794-2790

Photo Box

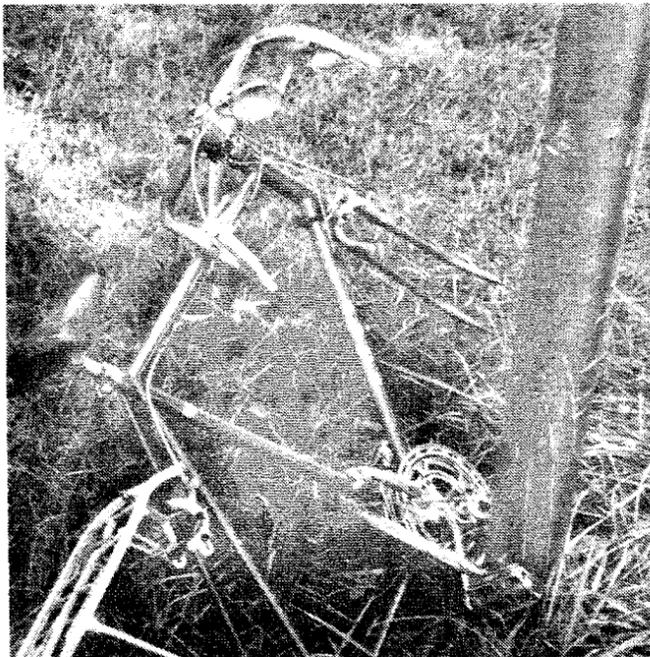


Photo by Scott Richter

*The Press
Welcomes Your
Letters and
Viewpoints*

Stage XII cafeteria delayed

By Quinn Kaufman

Echoing from below the staircase leading to Stage XII cafeteria were the words, "Do you know what time the cafeteria is open until?" Surely the voice was not speaking of this cafeteria.

This facility was to accommodate the students from Stage XII and Kelly quads who lost their dorm cooking rights this year. It has not opened on time due to construction problems within the kitchen and a hot water generator malfunction.

Ira Persky, F.S.A. Executive Director had claimed in mid-August that it would be open on September 2. Though the F.S.A. is responsible for the meal plan, Persky admits that he gets opening day calculations through the grape-vine, and therefore are not to be relied upon. Dr. Richard Solo, F.S.A. Vice-President, claims the new date for the grand opening has been set for early next week and that operations should be in full swing within a month.

The general contractor's work on the cafeteria should have been complete by August 1, allowing for the installation of furnishings and lighting. The contractor who is hired by DAKA, the meal plan company, was to do demolition within the kitchen. The construction company experienced an unexpected set-back caused by inaccurate blueprints. This resulted in de-

molition errors within the kitchen. The State which took responsibility for completing the kitchen provided more funds to repair the damage.

Further delaying the cafeteria's opening is a failed hot water generator. This failure triggered a chain reaction of failures resulting in a lack of hot water for dishwashing, steaming food and air conditioning. The hot water generator escaped scrutiny because no one had to use hot water prior to September 2 and it had never been tested. "It was an unexpected surprise," explained Dr. Solo with a frown, and declared that University maintenance people are presently in the process of repairing the generator.

Ken Fehling, the Director of the Academic Physical Plant was responsible for the University's participation in the Stage XII cafeteria. Ira Persky claims that when Mr. Fehling was told of the inoperative generator he said that he knew nothing of the project.

Richard Solo maintains that the project was complex and should have begun much earlier. Members of the F.S.A. confirm that the construction has to pay between \$1000 — \$1,500 for every day past the scheduled opening date that the cafeteria remains inoperable. The fines are paid to the state; the F.S.A. has little to say on how the money

is to be spent.

When asked about the future of the new cafeteria, the F.S.A. expressed keen interest, especially Dr. Solo. He lamented, "members of the F.S.A. were very disappointed at the occurrence of the generator dilemma. Everything was going according to schedule and it just couldn't get off the ground. All of the conditions of the cafe were set and they just ran into an obstacle." Students using the Kelly cafeteria are hoping these obstacles are cleared up quickly. Ejected one Kelly resident, "the lines are inhuman, I don't

know how much longer I can deal with it."

Excluding the errors, Stage XII does have some good qualities. Presently it has the capacity for 425 persons within its five dining rooms. A variety of ethnic foods that include Chinese, Italian, Mexican, and American will be served. Purchases can be made in cash or cash equivalency. Solo predicts that given one year, it will be the campus' "new hang-out." If so, its planned hours which are to be set at 11 A.M. to 11 P.M. may be extended into the morning hours.

Restricted

By Fernando Camilo

Recently 60 parking spots on campus have become restricted to holders of special permits.

These spaces are marked by brown signs reading "Reserved Parking for Permits 1-60" which, we are told by Bob Francis, Vice President for Campus Operations, will be used by the 26 RHD's and 6 campus quad directors. Other unspecified "staff people" will in addition have the same privilege in using the remaining 28 spaces.

Asked whether this move means students will now have 60 less parking spots, Mr.

Francis sought to reassure us that such won't be the case as "they built new parking spaces for this." Although a few parking spaces have indeed been built, they will not replace the majority of the spots lost to student use.

According to him however, the inconvenience caused to students will be minimal, if at all, since "they (RHD's) already had special permits. Now" he continued "it's just permanent."

Over the past summer Roth Quad was
continued on page 5

Third Rail Shock

LIRR Proposed Change in Huntington Transfer

By John Dunn

The Long Island Railroad has proposed to eliminate the change at Huntington on the Port Jefferson branch. Instead of the planned electrification, they are considering the use of a locomotive that would run both as a diesel and on a third rail. This rediscovered technology has been available for thirty years.

According to Daniel S. Caulfield, L.I.R.R. Vice President for Capital Projects, the L.I.R.R. is planning to order and operate one dual-powered train (two engines and ten coaches) to test the feasibility of this alternative. He also has stated that the electrification project to Port Jefferson is not aborted, rather it has been put on hold for 5-15 years. The locomotives will probably come from fellow M.T.A. subsidiary, Metro-North where they have been operating successfully for over thirty years.

The locomotive currently in existence, the FL9, was built by the electro-motive division of General Motors back in the 1950's. They have been in use since, on commuter lines in Connecticut and New York as well as by Amtrak in its Albany to New York run. The FL9 has a slight problem dealing with power surges but can be updated with modern technology at a fraction of the cost of electrification. With the extension of the electrification on Metro-North, more of the FL9 are becoming available with no place to go but scrap lines.

There is little possibility that such a locomotive could be built new. With the technology involved, minimum orders for such a train would be 70 units which would cost approximately \$200 million, hardly making it a money saver. Indeed, it would be much cheaper to adapt modern technology to the FL9's. The Urban Mass Transit Authority has said that it would consider providing Federal funds to develop the new technology.

There are many companies in the United States who would be interested in the opportunity to rebuild the locomotives. Twenty rebuilt FL9's would cost anywhere from \$10 to \$15 million, certainly much cheaper than the \$320 million needed for electrification. The units would have the advantage of being used on other dieselized branches as well as freight service. It is a dual

Congressman Robert Mrazek (D-Centerport) has been the major source in acquiring government funding for the electrification project. His spokesman, Tad Boggs, called dual powered locomotives "a fantasy." The Congressman stated that although Metro-North had such locomotives, they were thirty years old and entirely new technology would be needed for Long Island.

State Senator James Lack (R-E. Northport) says, "While the L.I.R.R. may get points for ingenuity on the dual powered locomotive, I still think that electrification is the preferred solution for improving service on the Port Jefferson line. I intend to continue to direct my efforts to convincing the L.I.R.R. to put this project back in the Capital Project."

The Capital Project is the L.I.R.R.'s five year, \$1.2 billion improvement plan for the entire system. A new car maintenance facility and storage yards are being built to allow better utilization of equipment. Electrification is being extended from Hicksville to Ronkonkoma which will cut the commute from Ronkonkoma to the city by 20 minutes.

The Port Jefferson branch, second only to the Babylon branch in usage has also been getting its share of the Capital Project. \$41 million was spent to double track the line between Syosset and Huntington which has allowed more trains to move faster; has cut down on the dreaded words "change at Jamaica" and has cut travel time between

Huntington-Port Jefferson trains by as much as 15 minutes.

Other improvements have also been added. \$8 million was spent elevating the platforms between Greenlawn and Smithtown. Currently St. James is getting a high level platform and Stony Brook is next to receive one. The platforms are touted as being easier on the passenger as he/she can walk directly from the platform to the train. One still has to climb steps to get on the platform and they are unsightly.

The electrification of the line still remains a source of controversy. When current L.I.R.R. President Bruce McIver replaced Robin Wilson in 1985, he removed the Port Jefferson electrification from the five year plan. He has insisted that until there is enough funding to electrify the line completely, there will be no extension of electrification.

The project is estimated at \$320 million of which the government is willing to cover

\$103 million. To be eligible for these funds, the L.I.R.R. must commit funds of its own which it is not prepared to do at this time.

The plan was to electrify up to Northport. A storage yard would have to be built which would later be abandoned if electrification progressed. The average ride between Northport and the city would be reduced by six minutes, which the L.I.R.R. felt did not justify the cost of electrification. Parking presented another problem. If the terminus of the electrified line stopped short of Port Jefferson, that town would be overcrowded with the cars of the commuters trying to avoid the changing trains. When electrification reached Huntington there was a substantial drop in the traffic at the last two stations east of it where diesels alone ran. Huntington though, experienced an increase. None of the towns between Huntington and Port Jefferson want to become the next Huntington.



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More Cash for Contras

by J. Hernandez

After two rounds of voting — one in March and the other in June — the House of Representatives approved the \$100 million asked by the Reagan Administration to support the rebels trying to overthrow the Nicaraguan Government. Last March, the Senate approved Mr. Reagan's request and both houses are trying to reach an agreement now. Commenting on this action, and as reported in the New York Times, Senator Jim Sasser of Tennessee said that it only "... takes us farther down the road of intervention of American forces." Many of Mr. Reagan's critics agree on this.

Mr. Reagan requested \$100 million to be sent to anti-government forces fighting on the Honduran-Nicaraguan border. Of these \$100 million, \$70 million would be for military aid and \$30 million for non-military aid.

In his campaign to get support for his request, Mr. Reagan embarked with Mr. Ortega in a verbal fight. Mr. Reagan accused the Nicaraguan Government of being a "Totalitarian regime" and of "supporting subversion throughout the Western Hemisphere" among other things. Mr. Ortega answered Mr. Reagan's accusations by increasing offensives against the Contras and warned that the United States would run "the same risks as the Counterrevolutionaries" found on the border with Honduras.

As we have noticed from the statements given by Senator Sasser, Mr. Reagan, and Mr. Ortega, the United States is involved in a conflict with the Latin American republic of Nicaragua. This conflict seems — perhaps — to have just started with Mr. Reagan's request to Congress. However, this conflict started more than a century ago with the adventurer William Walker in 1854. Serving the expansionist interests of businessmen in the South, he took possession of Nicaragua, named himself president, declared slavery legal, and started a campaign of aggression against Nicaragua's neighbors. But by the joint efforts of Guatemala, El Salvador, Honduras, Costa Rica, and the Nicaraguan people themselves, his despotic rule was put to an end; in 1860, he was sentenced to death in Honduras.

Fifty years later, two United States citizens found guilty of planting mines in a ship full

of Nicaraguan troops were executed by the Liberal President Jose Santos Zelaya. This provoked protests from the United States that culminated in the resignation of Zelaya caused by the intimidating "Knox statement" sent by the then Secretary of State Mr. Philander Knox.

From that time on, United States troops were sent to Nicaragua on two occasions with the excuse of "protecting American lives and interests" there. In the last occasion, in the 1926-1933 period, the Nicaraguan National Guard was formed under the guidance of the United States troops; Anastasio Somoza was named its commander. He later took power and formed a despotic dynasty that lasted until July 19, 1979, when it was overthrown by a social revolution led by the Sandinista National Liberation Front (FSLN).

As soon as the Revolution was in power, the financial sector and all of the Somoza

family's belongings were nationalized; the land reform, the literacy and the health care campaign were started. Apparently, the United States did not like what was happening; as a result, they began a campaign portraying the Sandinista Government (named after Augusto Cesar Sandino who fought United States troops in 1926-1933) as "Communist inspired."

Later, all United States economic assistance was suspended and the economic embargo declared. By this time, the vestiges of the deposed National Guard were being trained in United States territory and infiltrated into Nicaragua through Honduras to overthrow the Sandinista Government. Since then, the Reagan Administration has supplied them with the necessary economic and logistical support.

Consequences of the United States support to the Contras are slowly becoming apparent. At the national level many people

oppose overthrowing the Nicaraguan Government; they also oppose any aid to the Contras. At the international level the attempt to overthrow the Nicaraguan Government has meant an increase in distrust of the United States; this feeling has been prevalent since the Vietnam War.

If the Reagan Administration signs the package to send aid to the Contras, it is quite possible that the United States will keep going on the road towards another Vietnam which — as is well known — had disastrous social, political and economic consequences at the domestic level; and distrust and hate from people from all over the world. The Reagan Administration denies that the failure of the Contras to overthrow the Nicaraguan Government will leave the United States with only two options: to accept the Sandinista Government or to intervene more in the internal affairs of a sovereign nation.

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Still Restricted

continued from page 3

cars from running onto the grass lawns. Such a move was achieved at the cost of \$16,000 appropriated from the Non-Residential Budget.

That money however, appears to have been insufficient to complete Roth Quad alone, and Bob Francis is the first to admit that "they cost too much, so we have to do it gradually." Nonetheless, he notes, "we will try to finish Roth next year" keeping in mind that "the plan is to put it all around campus."

Although unspecified, extrapolating from the cost of one (unfinished) quad, a cost of \$200,000, if not higher, seems likely for the whole campus. As to why this move to build curbs was so unexpectedly taken, the only comment was that "the Director of the Residential Physical Plant wanted to put it up and I appropriated [the money for] it."

Concluding he stated that no forthcoming developments are expected in the parking and vehicle access situation campus-wide "until the Field House [by the Gym] starts being built." Then (tentatively around May of '87) the Gym parking lot will decidedly plunge into oblivion....

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