Community Board Hears 'Subway Options' Plans

Representatives of the Metropolitan Transportation Authority submitted a series of proposals to members of Community Board 5 on The Queens Subway Options at last Wednesday's meeting.

It was explained that the purpose of the Queens Subway Options is to relieve overcrowding on the Queens Boulevard subway line (E and F trains). These trains are presently running at 100% capacity in both ridership and service. Many people are taking busses from this area out to 169th St. so they can board the trains during the rush hours.

Jeanne Coppinger, District Manager of Community Board 5 reported that passengers cannot get on these trains at more local stops and have to "go backwards" to a new Roosevelt Island Station and to a new 21st Street station in Long Island City.

A series of five options were presented to Board members since part of the changes would pass through the Board 5 area.

The options include: no additional construction other than complete current above mentioned construction. The second option submitted calls for a new Northern Blvd. station underneath the Sunnyside Yards to surface on the South Side of the LIRR Main Line to connect to a new Woodside Boulevard, then travel under Yellowstone Boulevard to a new transfer station at Continental Avenue in Forest Hills into the Queens Boulevard line.

The third option would construct a link from the 21st Street station to Queens Boulevard, and local "E" tracks at Court Street would transfer via a 300' underground passageway build to the 23rd St./Ely Ave. station to the "E" and "F" trains.

The fourth option would build a link with the 63rd St. line from the 21st St. station to a new station in the Sunnyside Yards at Thomson Ave. Riders could then transfer to LIRR trains using the existing Montauk Line tracks, which would be electrified to Jamaica Station. These tracks run, in part, along Rust Street in Maspeth. At the same time the MTA would renovate stations at Richmond Hill, Locust Manor, Laurelton, Rosedale, Hollis, and Queens Village.

Option five calls for a construction link from the 63rd Street line at 21st St. Station to the Montauk Line tracks in Sunnyside Yards, with possible transfer passageway to Queens Plaza Station.

This option also includes electrifying the Montauk tracks for NYC Transit Authority service with new stations at Fresh Pond Road, Woodhaven Blvd., and Lefferts Blvd. Jamaica Ave. This plan would construct track links between LIRR and Jamaica EL in Richmond Hill running into Archer Ave. station.

Coppinger stated that the Metropolitan line now is used for (Continued on Page 12).

The Salvation Army
69-23 Cypress Hills St.
497-4356

Day Camp Registration
Registration for day camp has begun. Camp is for 5-10 yr. olds, runs Mon.-Thurs,. 9 am to 3 pm, as trip day. Cost is $125 per wk. Camp runs from July 5-Aug. 16, and you can register your child for part or all of the summer.

Deposit of $25 is needed at registration, which covers first wk. of camp. Applications are available every day, except Wed. Call for further information if needed.

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BEST FOOT FORWARD

by Doctor Irwin M. Sater

HEEL SPURS

Heel pain may occur from too much stress on the heel bone from walking, running, jumping or landing on your heels. If the plantar fascia is inflamed, (This is a wide, rubber-like band, deep in your sole, which supports your long arch.) Faulty foot function is a primary cause; over a period of time, excessive irritation and pressure leads to be heel spur. Even too much stress within a short period of time may cause such irritation, create the spur. Unrelaxed, excessive tissue stretching causes inflammation that pulls little pieces of bone away from the heel.

Podiatric treatment relieves symptoms and corrects structural dysfunction or muscular imbalance. An orthotic device may be indicated to rebalance and realign the foot and extra stress from this area.

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Doctor Irwin M. Sater
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Glendale, N.Y. 11385
(212) 381-2300

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(Continued on Page 12)