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Chamber

(Continued from Page 1)

Avenue/Forest Hills into the Queens Blvd. line.

On this option, the Queens Subway Options Study (QSOS) is investigating the environmental impacts of construction and running trains and the exact location of the route, including identification of necessary property acquisition.

With this option, the LIRR would connect with the E and F subway at the 71st Continental Avenue station. Also, there would be fifteen more trains during rush hour. In order to construct these proposed additions, the tracks would go through what are now backyards and garages. Also, some overpasses would have to be rebuilt.

The third option is the Queens Blvd. Line Local Connection by which the MTA would construct a link from the 21st Street station to Queens Blvd. local tracks at 36th Street and would end trains from Brooklyn at Court Street, with a 350-foot underground passageway built to 23rd Street/Ely Avenue sta-

tion for free transfer to E and F. The QSOS is investigating the environmental impact of construction, the location of linkages and property acquisitions and the kind of new service to run and its effect on the E, F, GG, and N service.

This option would entail 1000 feet of new construction, would provide ten to fifteen more trains directly into Manhattan daily, and is the least expensive building alternative.

The fourth option, one of the two rejected by the Chamber, is the Subway, LIRR-Montauk transfer which would build a link with the 63rd Street line from the 21st Street station to a new station in the Sunnyside Yard at Thomson Avenue, with a transfer passageway to the Queens Plaza station and would enable riders to transfer to LIRR trains using the existing Montauk line tracks, which would be electrified to Jamaica station. This option would also renovate stations at Richmond Hill, Locust Manor, Laurelton, Rosedale, Hollis and Queens Village.

Specifically, on this option, the QSOS is investigating environmental impacts of construction and in-

creased utilization of these tracks, frequency of service and the number of riders attracted with different fare structures, accommodation of all future freight train traffic on the Montauk Line. The MTA may eliminate street crossings along the tracks. This option would run four diesel trains daily, ten trains an hour on the main line and five trains from the beginning of the line, which is Queens Village, then through Hollis, Laurelton and Rosedale. It would then travel into the Jamaica, Richmond Hill, Woodhaven Blvd. and Fresh Pond Road stations which would be electrified. Fialkoff remarked that under this option the only benefit to Glendale is for people who use the Richmond Hill station.

The last option is the Montauk/Archer Avenue Subway Connection which would: construct a link from the 63rd Street line at 21st Street station to the Montauk Line tracks in Sunnyside Yard, with transfer passageway to Queens Plaza station; electrifying the Montauk tracks for the New York City Transit Authority Service, with new stations at Fresh Pond Road and Metropolitan Avenue, Woodhaven Blvd. and Lefferts Blvd. and Jamaica Avenue; construct track link between LIRR and Jamaica El in Richmond Hill running into Archer Avenue stations. On this option, the QSOS is investigating similar impacts as Option 4 with more site acquisition, track use and station modification, and also the effect on J service east of 121st Street station.

(Continued on Page 16)

Rumanian Books On Exhibit

The Maspeth branch library, 69-70 Grand Ave., Maspeth, in cooperation with the New Americans Project of the Queens Borough Public Library, is featuring an exhibition of Rumanian books donated by the Rumanian Library on Monday, August 22, from 1-8 pm, and on Tuesday, August 23 and Wednesday, August 24, from

10 am-6 pm. In addition, films about Rumania will be shown at 6 pm on August 22, and at 3 pm on August 23. Admission is free. Also at the Maspeth branch, Bill Weiss, a weight lifter, will give tips to people of all ages on staying physically fit on Thursday, August 25, at 6:30 pm.

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