

**Station Road Civic thanks those who
supported and participated in the Friday,
April 24 Candlelight Vigil**

It's very late, but we could not go off to sleep without sending out a word of THANKS. We were truly overwhelmed by everyone's support and concern. You are all amazing!!! 100+ attendees this evening...it said a great deal.

We love our neighborhood, we will stand united and we will do whatever we can to fight for what is right.

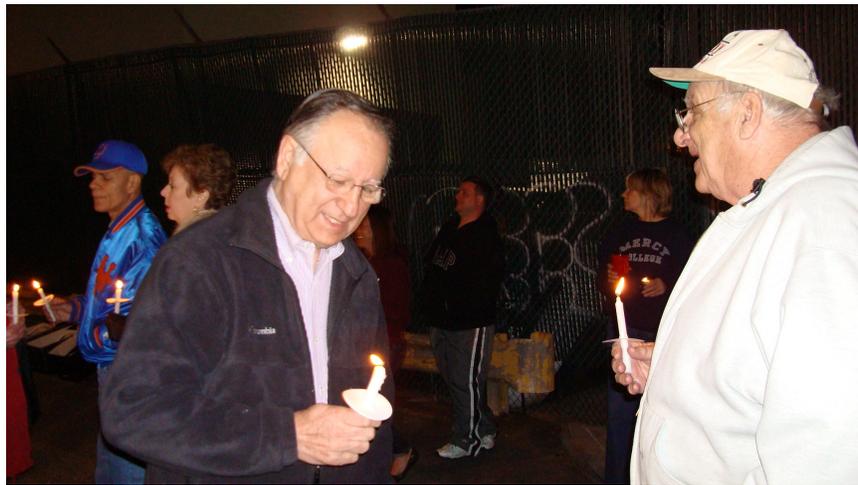
We all have a great deal to be proud of and it's not just our neighborhood, but each other. Your presence spoke volumes about what a community should be and what ours is. We are very proud and you should be too.

To our elected officials, candidates and neighboring civics: thank you for your support and for standing behind us in this issue. It means a great deal to us.

We will be in touch and will keep everyone updated.

Enjoy the beautiful weekend..

Pics that follow by Vana Partridge



State Senator Frank Padavan







Station Road Civic Association of Auburndale

**A CANDLELIGHT VIGIL TO
SHED LIGHT ON A VERY DARK DEED**



Date: Friday - APRIL 24, 2009

Location: Corner of Station Road and Auburndale Lane

Time: ** 9:00 PM **

Every resident needs to attend and join their neighbors, fellow civic members, and elected officials as we stand together and deliver a strong unified message that this community will not accept that we, the tax-paying residents are less important than business convenience. We will not stand idly by while city commissioners conspire with businesses to compromise our safety and quality of life.

The method by which the barrier was removed was an outrage: that there are no answers to why these tactics were employed, why a mayoral directive was ignored and why Helms Bros. employees are not being prosecuted for tampering with city property and "creating a hazardous condition" are all questions the City of New York must answer and be held accountable for. We will not accept less. The people of this community have a right to live in safety.

Thank you for your attendance and support. Candles will be provided to illuminate the seriousness of this matter.

Rhea, Chrissy, Donna and Anthony

On April 3, 2009 at approximately 2:00 p.m., a Helms Bros. pick-up truck was attached by a tow chain to the east end of the jersey barrier located at Auburndale Lane and Station Road. The truck was slowly dragging the barrier. Ultimately the east end of the barrier was dragged three feet out from its original position while the west end remained in place. The barrier did not intrude into the flow of traffic. By 4:30 p.m. Queens Commissioner of DOT, Maura McCarthy, allegedly had the barrier inspected, confirmed it to be a “hazard” and assembled a team to immediately remove the barrier. At 9:40 p.m. two DOT crews escorted by an NYPD Sgt and 6 officers arrived to remove the barrier. Following the breakdown of the flatbed truck, a DOT tow truck, a worker to spread oil absorbent and a vacuum truck soon joined the other DOT employees. The operation was completed at 12:45 a.m. Saturday morning.

Helms Bros. opened the curb cut on Tuesday, April 7, 2009. By Friday, April 10, 2009 the curb cut was being used as an entrance and an exit by both passenger vehicles and Helms tow trucks.

The manner in which the jersey barrier was removed raises the following questions and concerns about the conduct of the DOT and Commissioner McCarthy:

1. Helms had no ability to move the barrier a long distance with the pick-up truck employed for the task. They seemed very satisfied in pivoting it 3 feet on its eastern end. Did they, by some previously discussed arrangement, know that 3 feet was sufficient to constitute a “hazard”?

2. Who called the Commissioner’s office to report the “hazardous condition”?

3. Why are criminal charges not being pursued against Doug Callahan or the Helms workers who moved the barrier? Helms employees obstructed governmental administration by moving the barrier. By the Commissioner’s own admission, the movement of the barrier created a safety hazard sufficient to require the **IMMEDIATE** removal of the barrier.

4. How is it possible that Helms is being allowed to benefit in perpetuity from their criminal conduct to the detriment of the surrounding innocent community?

5. What was the standard that was used by DOT to determine that the new placement of the barrier created such a hazard? The barrier was only angled by three feet at the end furthest from the roadway, it never moved forward and did not impede the flow of traffic.

6. Who ultimately approved the emergency removal of the barrier on April 3, 2009?

7. Which City Commissioner signed off on the Helms C of O certifying the curb cut as safe as required by the New York City Zoning Resolution?

Your attendance and support will help compel the city to answer these questions and to ultimately safeguard this community.

Thank you.

Rhea, Chrissy, Donna and Anthony

[Note from Queens Civic Congress: expect vigil to continue through 10:00 p.m. that evening.]