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Michael j quill bus depot

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Michael Joseph "Red Mike" Quill was a prominent labor union leader, born on September 18, 1905, in Gortloughera, County Kerry, Ireland. He joined the Irish Republican Army as a teenager and fought in the Irish War of Independence and Civil War. After the wars, Quill emigrated to the United States in 1926, where he worked as a carpenter's apprentice and woodcutter before becoming involved in labor activism. Quill co-founded the Transport Workers Union of America (TWU) alongside Thomas H. O'Shea, drawing from their shared Irish Republican backgrounds. He served as TWU President for most of its first thirty years, developing close ties with the Communist Party USA until breaking away in 1948. As a strong advocate for workers' rights and racial equality, Quill led several notable strikes, including a twelve-day transit strike in 1966 against New York City Mayor John Lindsay. Although the strike resulted in his imprisonment, Quill secured significant wage increases for his members. Quill's commitment to social justice extended beyond labor rights, as he was a vocal proponent of racial equality long before the Civil Rights Era. He died on January 28, 1966, at the age of 60, following a heart attack just three days after the end of the transit strike. To make ends meet, Quill took on various odd jobs, including bootlegging during Prohibition. Eventually, he returned to New York City in 1929 and got a job at the Interborough Rapid Transit Company (IRT). He worked long hours for low pay, moving from station to station and getting to know many IRT employees, mostly Irish immigrants. During this time, Quill read labor history and was influenced by James Connolly's ideas on economic power and political power. In 1933, Quill helped form the Transport Workers Union (TWU), which was comprised of members from Clan na Gael, a secretive Irish-American organization, and the Communist Party USA. The TWU focused on organizing workers and recruiting party members through mimeographed shop papers. Two Trade Union Unity League organizers met with the Clan na Gael's members in 1934, marking the foundation of the union, which appointed Thomas H. O'Shea as its first president, with Quill taking a secondary position. However, [Name] emerged as a more prominent leader within the union, eventually surpassing O'Shea in seniority. Quill was an effective communicator, known for his charismatic speeches outside IRT facilities, where he would passionately articulate the union's goals to anyone who would listen. He also gained notoriety after being attacked by "beakies" - undercover informers used by the IRT to monitor union activities - in 1936. Quill was arrested and charged with inciting a riot, but his defiant defense of the charges ultimately led to their dismissal. As the Communist Party's influence grew, Quill became increasingly rebellious, opposing plans to merge with the Interborough Brotherhood. This led to tensions within the union, with some members accusing him of being too radical. However, Quill eventually came around and began attending Brotherhood meetings, even while secretly recruiting workers for the TWU. To avoid detection by informants, the union operated covertly, forming small groups of trusted activists who met in isolated locations or subway tunnels. These early organizers spread the word about the new union through flyers and soapbox speeches outside company facilities. After a year of organizing, the TWU established a Delegates Council, comprising representatives from various sections of the system. The union continued its grassroots campaign, staging brief strikes over working conditions without provoking large-scale confrontations. However, on January 23, 1937, the BMT fired two raction members at the Kent Avenue powerhouse plant in Brooklyn for their activism. In response, the TWU launched a successful sit-down strike, solidifying its support among BMT employees and paving the way for an NLRB-conducted election later that year. In 1938, a delegation from the Consumers National Federation submitted a four-point program to President Roosevelt, seeking establishment of a Central Consumers' Bureau in the federal government. The TWU also strengthened ties with other labor organizations, joining the International Association of Machinists and eventually severing those ties to join the Congress of Industrial Organizations on May 10, 1937. The Transport Workers Union (TWU) faced internal and external challenges. Within the union, dissidents questioned the Communist Party of America's (CPUSA) dominance. The CP had significant control over the union's administration and required membership to advance within its ranks. Critics like O'Shea attacked Quill and the CP in rival unions' publications and before the Dies Committee. Quill and the leadership made enemies by altering their foreign policy stance after the Molotov-Ribbentrop pact and opposing strikes following the Nazi invasion of the Soviet Union. They faced criticism from outside, which they dismissed, while dealing with internal cracks through disciplinary action against over 100 opponents. The union also battled external challenges. Mayor Fiorello La Guardia threatened to revoke the TWU's representative status for the IRT and BMT after the City acquired those lines in 1940. Quill had cooperated with La Guardia earlier, but their relationship soured when both became vocal opponents of each other. The Nazi invasion of the Soviet Union changed the CP's stance on strikes in 1941. Quill preferred to use strike threats as leverage rather than calling actual strikes. The union leadership questioned its public support and among IRT and BMT employees, who saw civil service protections as lessening the need for a union. National CIO leaders and the Roosevelt administration intervened in 1941 to prevent a subway strike through an ambiguous agreement that preserved TWU's representation rights despite the City denying exclusive representation. The pressure on CP-led unions intensified after World War II ended. This was especially true for the TWU, as Santo faced immigration law violations and deportation proceedings. Quill found it increasingly difficult to follow the CP's political line, which required him to oppose a subway fare increase deemed necessary for wage increases in 1947. The CP's support for Henry Wallace's candidacy threatened to split the CIO, with William Z. Foster warning Quill that the party might form a third federation if he didn't break ties. This prompted Quill to distance himself from the CP instead. He redirected his energy towards driving out former allies from the union and enlisted the support of New York City Mayor William O'Dwyer, securing a significant wage increase for subway workers in 1948. Quill's internal battles with opposing officers and staff ended in 1949 with him prevailing and purging much of the union's personnel. Unlike some others, such as Joseph Curran, "Red Mike" Quill remained on the left within the labor movement despite his split from the CP. He vocally opposed the CIO-AFL merger, criticizing it for racism, racketeering, and raids. The TWU was an early supporter of civil rights movements, and Quill publicly opposed the Vietnam War in the 1960s. Quill's union became a significant figure in New York City politics, supporting Robert F. Wagner Jr.'s mayoral campaign despite criticism over Quill's former leadership in the Communist Party. The TWU reached collective-bargaining agreements with the Wagner administration without ever striking. Throughout his tenure, Quill made efforts to support African-Americans and lent union support to figures like Martin Luther King during the Civil Rights Era. He had a long-standing distaste for racism and discrimination, starting from his ascension to TWU leadership in the 1930s. The TWU vowed to support workers' regardless of race, creed, color, or nationality, making it an anomaly in racially segregated America. The union matched their words with action, supporting Black transit workers' rights in 1938 by forcing the IRT to allow them better positions. In 1939, the TWU held the first desegregated trade union meeting in New Orleans since Reconstruction, and Quill pledged to fight for equal rights between Negro and white workers in 1941 when he spoke about his commitment to wiping out the vestiges of racial inequality for black workers across the New York, who replace meetings were racial in nature. In 1942, the Transport Workers Union (TWU) took a strong stance against lynching, running a nationwide campaign in 1945 to address this issue. Mike Quill also spoke out against anti-Semitism by Father Charles Coughlin, emphasizing that it was an American problem that required action from all people. From 1956 onwards, the TWU provided financial and practical support for the movement against segregation. In 1960, the union established a fund to pay bail for those arrested for attempting to desegregate restaurants in the South. Members participated in pickets, marches, and rallies in support of the civil rights movement. Martin Luther King Jr. was a notable guest speaker at the TWU convention in 1961, where he delivered a speech titled "Segregation must die if democracy is to live." Quill widely distributed King's speech throughout the US, encouraging discussion among union members. In 1963, just before the March on Washington, Quill emphasized that the battle for civil rights was the key issue facing America. The TWU contributed to a fund to aid King and others imprisoned in Birmingham, Alabama, in 1963. Many union members joined King on the Selma to Montgomery marches in 1965, which played a pivotal role in the civil rights era. Quill admired King, viewing him as a spiritual successor of Abraham Lincoln who had united Americans of all races. After calling to the union's demands for a pay raise, Mike Quill called a strike that lasted twelve days. The big subway and bus systems in the City, which serves eight million people every day, came to a complete stop. The authorities got an order from the court that banned the strike, and they ended up lockin Quill and seven other leaders of the union in jail for disrespectin the court. A lawyer named Theodore W. Kheel helped mediate the agreement that ended the strike. Quill didn't back down, even telling the judge to "drop dead" at a big press conference! The union was able to get a good wage increase, and other unions started demandin similar raises. Quill died three days after the victory celebration, just three days shy of his 60th birthday, after havin an initial heart attack when he was sent to jail. He was buried with honors in Gate of Heaven Cemetery in New York, surrounded by his Irish heritage. Martin Luther King Jr. supplied Quill as a fighter for justice and equality, sayin he was a man who spent his life helpin others to break free from oppression. The history of subway and bus transportation in New York City is a complex one. Key figures such as Mike Quill played pivotal roles in shaping the transport landscape through their union activities and leadership within the Transport Workers Union of America. The transition from streetcar systems to motorized buses was a gradual process, spanning two decades, with notable milestones including the takeover by the City's Board of Transportation (BOT) of various private operators' assets. This included the North Shore Bus Company in Queens, Isle Transportation in Staten Island, and the East Side Omnibus Corporation in Manhattan. The BOT invested heavily in depot reconstruction and new facility construction from 1947 to 1950, laying the groundwork for future expansions under the New York City Transit Authority (successor to the BOT). Today, MTA Regional Bus Operations manages a network of bus depots across all five boroughs, including one in nearby Yonkers, with these facilities serving both the NYCT and the MTA Bus Company. Employees at these depots are represented by local divisions of unions such as the Transport Workers Union of America (TWU) and the Amalgamated Transit Union (ATU), reflecting the continued importance of labor representation in this sector. The MTA took over operations from Fifth Avenue Coach Company and inherited 12 bus depots, with some kept open while others were closed down.[5] From 2005 to 2006, private operators were absorbed into the MTA Bus Company, inheriting eight facilities. The MTA has two main "central maintenance facilities" (CMFs) - Grand Avenue CMF in Queens and Zerega Avenue CMF in the Bronx - which handle major bus repairs and employee training. Zerega Avenue CMF also oversees new bus registration.[28] These facilities were part of MTA Capital Programs from 1995 to 2004 and 2000 to 2004, with Zerega Avenue opening in 2001 and Grand Avenue in 2007 along with its depot.[31][32] East New York Depot served as the sole central maintenance shop but is now considered a third such facility as of May 2016. The Zerega Avenue Maintenance and Training Facility, situated on Zerega Avenue between Lafayette and Seward Avenues in the Castle Hill section of the Bronx, received an award from the American Society of Civil Engineers for its design-build project in 2002.[38] It features classrooms, a paint booths for MTA buses, and space for maintaining compressed natural gas (CNG) equipment. The MTA Bus Company operates all express bus routes within the borough. TWU Local 100 represents the division's depots, including those under the MTA Bus Company. Although called the Bronx Division, only three are actually located in the Bronx, with the others situated in Inwood, Manhattan, and Yonkers. The Eastchester Depot is one of these locations, housing a major bus overhaul and repair facility as well as storage facilities for out-of-service and decommissioned buses. This depot has undergone renovations to improve ventilation and pollution controls. The Gun Hill Depot, located near Gun Hill Road in the Baychester neighborhood, is another key location. The site was previously used as a garbage and toilet waste dump but was selected by the MTA for a new garage in 1979. It opened on September 10, 1989, temporarily replacing the old Kingsbridge Depot. The Kingsbridge Depot, situated in Inwood, Manhattan, is a significant maintenance facility that has undergone various transformations since its inception as the Kingsbridge Car Barn in 1897.[5][62] Originally built for streetcar operations by the Third Avenue Railway, the facility was designed with Roman renaissance style and terracotta features. However, it eventually ceased serving trolleys in 1948 and began focusing on bus maintenance. The Ninth Avenue Shop rebuilds individual bus components, making it a crucial part of the depot's services.[29] This shop is also notable for housing articulated buses starting from September 30, 1996.[69] The Kingsbridge Depot has expanded over time, with the current facility opening on February 23, 1993.[5] and consisting of two separate buildings: one for maintenance (the Ninth Avenue Shop) and another for bus storage. Interestingly, the roof of the depot serves as a public parking facility. Notably, the site was initially planned for an expansion of the depot or a new central rebuild facility.[55][6] In June 1996, solar panels were installed on the roof, making it the first NYCTA depot to utilize solar energy.[67] Today, these solar panels provide about 40% of the depot's power.[47][60] and the Kingsbridge Depot remains the only New York City Transit bus garage built on previously undeveloped land. The West Farms Depot in the Bronx is one of five compressed natural gas (CNG) facilities operated by the Buses system. Located along East 177th Street and next to the north end of the Sheridan Expressway at its interchange with the Cross Bronx Expressway, it serves as a hub for several local routes, including the Bx1, Bx2, Bx9, Bx15, and Bx12 (summer only). The depot was built on the site of the former Coliseum Depot, which opened in 2003 after replacing an amusement park called Starlight Park. Originally used as a vehicle maintenance center during World War II, the Coliseum Depot was later converted into a bus depot and repair shop for the Surface Transportation Corporation. Following various ownership changes, it became municipally operated when its parent company Fifth Avenue Coach folded in 1962. The Yonkers Depot, on the other hand, is located at 59 Babcock Place in Getty Square, serving routes such as Bx8, Bx11, and Bx17. The site was initially a freight yard for the Hudson Line used by the New York Central Railroad before being converted into a depot for Gray Lines Tours' Riverdale Transit Corp, which later became part of the Buses system. Liberty Lines Express system. As of now, it's owned by New York City and leased to MTA Bus Company after Liberty Lines sold it to them on January 3, 2005, for \$10.5 million. The depot includes an administration building, a bus maintenance and repair shop, and an outdoor parking lot storing around 80 express buses. These buses provide express service between Yonkers or Western Bronx and Manhattan. The city of Yonkers plans to acquire part of the site from MTA as part of waterfront area redevelopment. MCI D4500CL Prevost X3-45 Express Routes: BxM1, BxM2, BxM3, BxM4, BxM11, and BxM18 operate out of three depots under NYCT. New Flyer C40LF CNG, New Flyer XN40 CNG, New Flyer XD40, New Flyer XE40, Nova Bus LFS LF40102, and Nova Bus LFS HEV LF40102 are used for local routes: Bx90, Bx92, Bx93, Bx94, D90. All Brooklyn local and express routes are operated by either NYCT or MTA Bus. The East New York Depot is located at One Jamaica Avenue/25 Jamaica Avenue and Bushwick Avenue in the Broadway Junction area of East New York, Brooklyn. It's a five-story structure with two stories for bus storage and repair shops. The facility was built to perform heavy maintenance and served as NYC's central maintenance facility until the opening of Zerega and Grand Avenue facilities. Buses enter and exit the complex via numerous doors on Jamaica Avenue, with an additional vehicle entrance at Bushwick Avenue. The depot currently has space for around 280 buses, including outdoor parking lots south of the depot. It also features a paint shop that's decommissioned and used to store buses at times. The Flatbush Depot, located at 4901 Fillmore Avenue in Brooklyn, has a rich history dating back to 1859 when the Railroad's Broadway streetcar line opened. The depot initially served buses in 1931 and was acquired by the city during unification in 1940. Construction on the current bus depot began in 1947, built atop the subway tunnel roof of the IND Fulton Street Line. The depot opened on December 17, 1950, and replaced the trolley barn in 1956 when Brooklyn streetcar service ended. The MTA's bus command center, also known as the East New York Administration Building, is located within the facility. This brick structure was built along with the current depot and faces Fulton Street at the foot of Alabama Avenue. The command center expanded in 1962 and again in 1969. Plans are underway to construct a new command center across from the depot. The Flatbush Depot serves various local routes, including B12, B14, B15, B17, B25, B42, B45, B65, B82/B82 SBS, B83, and Q24. The facility also houses Nova Bus RTS-06 and Orion VII NG HEV buses. The Fresh Pond Depot was established at 66-99 Fresh Pond Road in Ridgewood, Queens. Initially, it served as a trolley depot, known as the Fresh Pond trolley yard, which opened in 1907 by the Brooklyn Rapid Transit Company (BRT). The depot included repair shops and a "trolley car school" where new motormen were trained. In 1940, the city acquired the trolley barn. After the last trolley route from the depot was motorized into bus service on April 26, 1950, the barn was closed. It was eventually razed in 1957. A new bus depot was constructed by the motorization of trolley service. The construction began March 1959, and a contract was awarded in June 1959 to rebuild the BMT Myrtle Avenue Line for adequate clearance under the depot. The new depot opened on July 27, 1960, at a cost of \$2 million. It features automated fueling and washing facilities and had an initial capacity of 185 buses. The depot is currently assigned around 100 buses but has been assigned as many as 262 in the past. The Grand Avenue Depot was established between 47th Street and 49th Place on the north side of Grand Avenue in Maspeth, Queens. It serves various local routes, including B7, B13, B20, B26, B52, B54, Q54, Q55, and Q58. The Grand Avenue Depot was built with a modern design and environmental considerations in mind. The contract for the depot was awarded in 2003 to Granite Construction Northeast, and the facility partially opened in 2007 housing 19 buses. It fully opened on January 6, 2008, marking a significant upgrade from previous depots. The Jackie Gleason Depot is a major transportation hub located on Fifth Avenue between 36th and 39th Streets in Sunset Park, Brooklyn. It has been in operation since 1944 as a bus garage, serving the growing demand for public transportation in the area. The depot has undergone several transformations over the years, including its conversion into an elevated car inspection shop in the early 20th century and its reopening in 1984 after a major rebuilding project. In 1988, it was renamed in honor of legendary Brooklyn native Jackie Gleason, who starred in the iconic TV show The Honeymooners. The depot's design meets strict environmental standards, with features such as four fueling and defueling stations, advanced maintenance facilities for over 200 buses, and environmentally friendly paint booths. The facility is also equipped to handle newer bus types, including diesel, hybrid-electric, articulated, and compressed natural gas (CNG) vehicles. To address overcrowding at other bus garages in the Brooklyn Division, the Jackie Gleason Depot has been expanded to accommodate more buses. Additionally, work is underway to introduce electrically powered buses into its fleet, with a pilot program currently in operation. The Spring Creek Depot, situated on Flatlands Avenue between 65th and 66th Streets in Flatlands, Brooklyn, was established in 1992 to replace the Hudson Depot and became the first testing of CNG buses in 1992, with a dual-fueled CNG/Diesel bus housed there at the time. In 1995, the NYCTA installed a fueling station at the cost of \$1.6 million for several Transportation Manufacturing Corporation (TMC) RTS-06 CNG buses and a fleet of BIA Orion 5.501 CNGs. In June 1999, the depot was fully equipped with CNG, becoming the first NYCTA depot to support such buses. It also accommodates articulated-buses, with the B35 converted to articulated buses as of September 1, 2018. The Spring Creek Depot is home to several local bus routes, including the B4, B8, B9, B11, B16, B37, B43, B61, B63, B67, B68, B69, and B70. The depot's location adjacent to the Brooklyn General Mail Facility and several blocks northeast of the Gateway Center makes it a vital transportation hub in the area. The Ulmer Park depot is a 118,800-square-foot steel-frame building with a brick exterior, located in Brooklyn and serving as the only NYCTA depot to maintain express buses. With a capacity for 285 buses, it's notable for rebuilding and housing NYCT bus 2185, which was damaged during the September 11 attacks. The B1 bus route converted to an articulated bus route on June 28, 2020. The depot gets its name from the Ulmer Park resort operated by William Ulmer of the William Ulmer Brewery in Bath Beach from 1893 to 1899. Local Routes serviced at this depot include the B3, B6, B36, B64, and B74 School Trippers, with some routes also operating out of other NYCT depots. In contrast, the Amsterdam Depot, located on the city block bounded by Amsterdam Avenue, Convent Avenue, 128th Street, and 129th Streets in Manhattanville (Manhattan), serves local buses. Built in 1882 as a trolley depot for the Third Avenue Railway, it was later converted into a bus garage operated by Surface Transit Inc. The MaBSTOA assumed its operations in 1962. However, after a series of service cuts and changes, including the transfer of M1 and M7 routes to Manhattanville and the closure of the Walnut Depot, Amsterdam Depot's operations ceased on June 27, 1994. The depot was sold to the City of New York and converted to a bus depot in 1995. The depot was used as a streetcar barn for the Fifth Avenue Coach Company, which later used it for buses. In 1962, the facility was taken over by MaBSTOA, a subsidiary of the Transit Authority. It served as their headquarters and was demolished in the late 1980s. A new depot was built on its site, replacing the old 54th Street Depot, which closed on November 8, 1992. Since 2010, the Manhattanville Depot has been known for being one of the greenest bus depots in the city due to its use of hybrid electric buses. The Mother Clara Hale Bus Depot serves as a vital hub for bus operations in Harlem, Manhattan. Initially built as the Lenox Avenue Car House in 1895, it was later transformed into a bus garage by the New York City Omnibus Corporation in the 1930s. The depot's original structure, which could accommodate 123 buses, underwent renovations in 1990. In 1993, the facility was renamed to honor Harlem humanitarian Clara Hale. This change also marked the beginning of the end for the old depot building, which closed in January 2008 and was demolished in spring 2009. A new "green depot" was constructed on the same site, featuring solar panels and energy-saving designs. The new Mother Clara Hale Bus Depot opened its doors on November 20, 2014, with a capacity to house 150 buses. This modern facility serves as a direct operation for NYCT in the Manhattan Division, replacing the 126th Street Depot above a historical African-American burial ground, which started running directly in January 2015. The depot's address is 721 Lenox Avenue, spanning a block between Lenox Avenue, Seventh Avenue, 146th, and 147th Streets. Its location two blocks south of the Harlem-148th Street subway station makes it easily accessible for bus operations and passenger transportation. Local Routes served by the Mother Clara Hale Depot include M8, M9, M12, M20, M21, M22, M42, M50, M55, M57, M66, and M72, among others. The depot also houses School Tripper M11 (shared with Manhattanville) and various articulated SBS routes such as the M14A/M14D, M23, M34/M34A, M79, and M86. The depot also houses the M55 bus route, which was established in 1992 to replace the Hudson Depot and became the first testing of CNG buses in 1992, with a dual-fueled CNG/Diesel bus housed there at the time. In 1995, the NYCTA installed a fueling station at the cost of \$1.6 million for several Transportation Manufacturing Corporation (TMC) RTS-06 CNG buses and a fleet of BIA Orion 5.501 CNGs. In June 1999, the depot was fully equipped with CNG, becoming the first NYCTA depot to support such buses. It also accommodates articulated-buses, with the B35 converted to articulated buses as of September 1, 2018. The Spring Creek Depot is home to several local bus routes, including the B4, B8, B9, B11, B16, B37, B43, B61, B63, B67, B68, B69, and B70. The depot's location adjacent to the Brooklyn General Mail Facility and several blocks northeast of the Gateway Center makes it a vital transportation hub in the area. 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Transportation. Local newspaper Times Newsweekly featured an article by Karl Machnitz on January 3, 2008, highlighting the history of trolley car barnstorming adventures at the old yard. Ron Marzlock, a journalist for Queens Chronicle, wrote about Trolley Car School in Fresh Pond Road, Ridgewood in February 2005. A report published by the Electric Railroaders' Association in August 2008 documented Brooklyn Trolley Depots and their significance. The New York Times reported on April 23, 1950, that a new bus line would be introduced in Queens, featuring restored trolley coaches. New York City Transit Authority released an annual report for the year ended June 30, 1959, which included information about bus maintenance facilities. Depot: Architecture and Landscape Design" by di Domenico and Partners has been archived since July 24, 2008. The original article was retrieved on December 15, 2015. The text discusses the Jackie Gleason depot dedicated in Brooklyn on July 1, 1988. It also references New York City Transit's Facts & Figures Celebrating 90 Years of Subway Service 1904–1994, which highlighted the depot as a significant transportation hub. Other sources mentioned include The Daily Herald, Robert D. McGadden's article "For Gleason, a Suite and, Maybe, a Bus Depot" in The New York Times on June 27, 1987, and Bernard Linder and Jeffrey Erlitz's "38th Street Yard Track Plans" in the New York Division Bulletin on September 2000. The text also touches upon alternative fuels such as natural gas buses, with references to articles in The New York Times and Transportation Alternatives. Additionally, it mentions various transportation-related projects, including the Metropolitan Transportation Authority's (MTA) Notice of Public Hearing and Description of Projects, and the MTA Bus Depots In New York City report. The history of hybrid-electric transit buses in New York City dates back to the 1960s. In 1962, the city authorized the condemnation of a bus garage on 132nd Street, which was later replaced with a new facility. The use of hybrid-electric buses has been a topic of discussion since the 1990s, with the first hybrid bus introduced in 1999. In the early 2000s, the Metropolitan Transportation Authority (MTA) began to explore the use of hybrid-electric buses as part of its efforts to reduce emissions and improve air quality. The MTA ordered a fleet of diesel-hybrid buses, which were later followed by battery-electric buses in 2014. The development of the West Harlem Environmental Action project aimed to build the new Mother Clara Hale Depot, which would serve as a model for sustainable bus maintenance facilities. The depot was completed in 2015 and featured cutting-edge energy-efficient systems and green building design. According to the MTA's Annual Report for 2009, the use of hybrid-electric buses resulted in significant reductions in emissions and operating costs. Additionally, the agency has implemented various measures to improve air quality, including a comprehensive traffic study and the development of new bus depots with green building features. The nation's first green bus depot is set to open in Harlem next month, offering a sustainable transportation hub for the community. The Mother Clara Hale Depot has undergone renovations and will now feature eco-friendly facilities. This marks a significant milestone in the city's efforts to reduce its environmental impact. The original text is a collection of articles, news reports, and documents related to the history and development of the bus garage in Harlem, New York City. Bus depot development plans were stalled due to a dispute in August 1996 according to Claire Serant's article in the New York Daily News. In contrast, Alicia Guide reported on the successful opening of College Point bus station which utilized natural gas and was completed ahead of schedule. The area had seen changes with the introduction of new buses and the MTA Bus Company made significant upgrades in September 2016. However, community members expressed discontent over the winter months in 2014 as reported by Robert Pozarycki in Times Newsweekly. John Lyons provided testimony on the impact of articulated buses on October 6, 2014 to Council Member Ydanis Rodriguez's committee on transportation. Historical records from The New York Times and other local publications revealed significant changes to bus service and depot development since the early 20th century. These included major improvements ordered in Zone D in April 1947 and the redevelopment of Jamaica Bus Depot into an all-electric zero-emission facility announced by the MTA on December 14, 2021. In the late 1990s, Leon Schumacher and Nigel Clark conducted a study on alternative fuel transit buses for the National Renewable Energy Laboratory's Vehicle Evaluation Program. The results of their research were published in October 1996. Fast forward to 2006, when a fire erupted at the Triboro Coach Depot, causing significant damage. This incident was reported by multiple news outlets, including the Queens Chronicle and the Daily News. In the following years, there were several updates regarding the LaGuardia Depot's pick-up glossary. The MTA Bus Company published two versions of this glossary: one in January 2016 and another in September 2016. These documents provided information on the depot's operations. The Queens Village Depot has a long history, dating back to the 1970s when plans were first announced for a new bus garage. However, these plans were met with resistance from local residents, who protested the construction of the garage. The Creedmoor Civic Association and other community groups voiced their concerns about the impact the depot would have on the area. In the years that followed, there were several incidents related to the Queens Village Depot. In 1974, a group of protesters demonstrated against the construction of the garage, citing concerns about traffic congestion and noise pollution. Additionally, in 2002, the Creedmoor Civic Association published an article highlighting the history of the area and expressing opposition to the depot's construction. In recent years, there have been efforts to improve communication between the MTA Bus Company and local residents. In 1979, a radar system was proposed for monitoring bus traffic in Queens Village. This technology aimed to enhance the efficiency of bus operations while reducing noise pollution. Over time, there have been various studies conducted on transit and ride-sharing applications. One such study was published by the Transportation Research Board in 1991, which assessed advanced technologies for transit and rideshare applications. Finally, the Vehicular Technology Society hosted an annual conference in 1980, where experts presented papers on topics related to vehicle technology. In 2016, the Staten Island bus depot project was assessed to identify potential sites for new facilities. The feasibility study conducted in March 2004 evaluated various options, including repurposing existing structures or building new ones (nyc.gov). Two new bus depots were planned on Staten Island, with one location announced in September 2008 (Staten Island Advance). Additionally, the West Brighton Brownfield Opportunity Area report from 2016 highlighted the need for improved public transportation infrastructure (nyc.gov). In 2000, it was reported that a \$50 million city bus depot would be built on Staten Island's South Shore area (New York Daily News). Groundbreaking for Staten Island's third bus depot took place in February 2008 (Staten Island Advance). By 2005, Mayor Bloomberg and Governor Pataki announced plans to purchase 529 new local buses for Queens, the Bronx, and Brooklyn riders, with funding for a new MTA bus depot on Staten Island (nyc.gov). The Charleston bus depot project was reported to be \$39 million away from becoming a reality in December 2007 (Staten Island Advance). In 2010, MTA honcho hinted at possible transit improvements for Staten Island (Staten Island Advance). A 2008 documentary study on the Meredith Avenue Bus Depot Project Site provided historical perspectives on the area (nyc.gov). Departed MTA chief expressed optimism about potential upgrades to Staten Island's public transportation in May 2009 (Staten Island Advance). In June 2012, a report from the New York City-New York State Task Force on Building and Fire Safety highlighted concerns regarding safety at Staten Island bus depots (New York State Division of Homeland Security and Emergency Services). The Western Rail Yard Final Environmental Impact Statement from October 2009 included a chapter on hazardous materials (nyc.gov). Historical records show that the Coney Island Terminal was once part of the Coney Island & Brooklyn Railroad, with a report published in the Electric Railway Journal in 1912 (Electric Railway Journal). Forgotten New York, an online publication, featured articles on old Staten Island bus depots and elevated links in 2002 (Forgotten NY). The Culver Terminal, a historic railway terminal located in Coney Island, Brooklyn, had its share of changes and developments over the years. In 1923, The New York Times reported on the razing of the terminal to make way for an amusement place. By 1939, the Brooklyn Daily Eagle published information about the new amusement features on Surf Avenue. In 1950, a new carousel was planned for Central Park, with one being replaced due to damage. The next year, in 1951, the mayor rode the new carousel at its opening. By 1962, parking issues became a concern, and plans were made to increase parking space in Coney Island. In 1965, the state rent plan opened, providing subsidies for low-income families entering middle-income housing. Around this time, housing developments by the sea began taking shape. In 1971, a school site was proposed under the flight path to Kennedy Airport, and plans for a bus garage were still being weighed in 1972. The 37th Street Shop of the Brooklyn Rapid Transit Company (BRT) played an important role in these changes, with reports dating back to 1948. Brooklyn Shop, New York Transit Museum, March 5, 1948. The New York Times, Eighth Avenue Buses, November 7, 1935, and subsequent articles documented the introduction of buses on Eighth Avenue. This marked a significant change in transportation rules for Manhattan's residents. Additionally, various reports from The New York Times, including those published in October 1935 and March 1962, highlighted bus-related news, such as strikes and lay-offs affecting company sentiments. Furthermore, studies and reports by the American Public Transportation Association, Citizens Budget Commission, and Metropolitan Transportation Authority provided insight into transportation planning and development. Notable articles from The New York Times also touched on topics like slave graveyards, construction unions, and protests against specific companies. A study mission to the United States and Canada in 2008 examined public transportation systems globally. Other sources mentioned included Harlem African Burial Ground History and Task Force Overview, East 126th Harlem African Burial Ground Project Site, Sulzer's Park, and a New York Times article from November 1907. These texts collectively provide information on various events, initiatives, and controversies related to transportation in Manhattan, particularly the MTA. The article discusses various aspects of the New York City Subway system and related topics. It begins with a mention of the Second Avenue Subway Final Environmental Impact Statement (FEIS) from 2015, followed by references to urban design and visual resources in East Harlem's development plans. The text then delves into the history of the subway, mentioning the Manhattan and Bronx Elevated Railroads from 1920. The article also touches on the closure of the 129th Street Station on the 3rd Avenue Line in the 1950s, as well as an old trolley coach depot in Brooklyn. The passage continues with information about the Metropolitan Transportation Authority's Sign Shop, including a 2014 tour and its role in maintaining subway signs. The article also mentions Helvetica's connection to the New York City Subway system and the importance of correct signage. Additional topics include city subsidies for keeping the fare at 15 cents until the end of 1961 and the history of old buses being used as "extras" during a Staten Island commuters' strike in 1934. The article concludes with references to a sanitation garage on Staten Island, which has been the subject of controversy. The history of the Newtown Creek area in New York City dates back to the late 19th century. A devastating fire swept through the Greenpoint neighborhood on June 30, 1952, leaving destruction and chaos in its wake. The fire ravaged two blocks and displaced several residents, prompting a public hearing to discuss relief efforts. In the aftermath of the disaster, the city invested \$570,000 in purchasing properties that had been damaged by the fire. Additionally, a major industrial facility at the time, the Havemeyer Sugar Refinery, was rebuilt on Clay Street. The 1940s and 1950s saw significant developments in the area, including the construction of a Crosstown Annex Facility and numerous infrastructure projects. The region has undergone considerable changes over the years, with many of its original structures being replaced by newer buildings and facilities. Today, the Newtown Creek is an important industrial hub in New York City, supporting various businesses and industries. Original text removed due to length and complexity. Rewritten text: New York City Transit Authority news was reported in several publications throughout the years. In 1982, The New York Times mentioned a dispute over rear doors that left 100 new buses idle. The Metropolitan Transportation Authority provided information on their budgets and financial plans from 2008-2011, which included details about parking/storage lots and development projects along Brooklyn's waterfront. In 2013, a revised environmental assessment statement was made regarding Commercial Street in Greenpoint for the purpose of building condos. A Staten Island bus study was also discussed with community boards in 2015. Throughout the years, various news outlets reported on construction projects such as Pier 57 and Hudson River Park Trust's redevelopment plans. A comprehensive overview of MTA Regional Bus Operations' bus depots, spanning from 1972 to 2016. Key highlights include: * Pier 57 redevelopment project (2013) and its impact on the area. * Proposals for a floating depot for buses in the Hudson River (1987). * Controversies surrounding the use of Pier 57 as a garage, including opposition from various groups (1972-1972). * A surge in ship traffic on the Harlem River, impacting the area's bus services (1998). * The M.T.A.'s sale of a Bronx bus depot to The New York Post for a printing plant (1998). * Issues with the transit authority, including audits and criticisms of their operations (1985-1998). * Incentives offered to The New York Post to stay in New York, totaling \$24.4 million (1998). * Plans for new retail complexes and cinemas at various bus depots, such as Crotona Park and West Farms Depot (2002).