

## Pennsylvania Streetcar Timeline

- 1832 Horsecar era begins in cities, debuting in New York.
- 1840 First omnibus in Pittsburgh.
- 1858 Pennsylvania's first horsecar service begins in Philadelphia
- 1859 Pittsburgh's horsecar service opens in August along Penn Avenue.
- 1869 Pittsburgh boasts 22.7 miles of horse-powered street railway lines.
- 1870 The Monongahela Incline, Pittsburgh's first opens.
- 1873 The world's first cable car opens in San Francisco.
- 1886 Pennsylvania's first electric street railway opens in Scranton.
- 1888 The first cable cars in Pittsburgh operate along Fifth Ave.
- 1888 Frank Sprague opens the first successful electric railway system in Richmond, Virginia. Trolleys are eventually used in 850 American towns and cities.
- 1890-1 Successful electric railway service opens in Pittsburgh. There are approximately 114 miles of street railway tracks – horse, cable and electric – in the Pittsburgh area.
- 1893 The first interurban line opens in Oregon, connecting major cities to towns.
- 1896 Cable car operation closes in Pittsburgh.
- 1898 Kennywood Park is opened by Monongahela Street Railway Company.
- 1907 Pennsylvania allows trolley freight service. The U.S mail, ice cream, produce, bread, caskets, petroleum, and newspapers are some of the goods transported.
- 1908 Henry Ford begins selling his Model T.
- 1909 Interurban line connecting Pittsburgh and Washington completed.
- 1914 The first motor low-floor cars enter service in Pittsburgh.

- 1918 With over 600 miles of city and interurban track serviced by almost 2,000 streetcars, Pittsburgh Railways Company (PRCo) is experiencing the peak of the Trolley Era.
- 1923 The last Pittsburgh horse-drawn streetcar – the Sarah Street line in the South Side – closes; one of the last animal-powered railways in the U.S.
- 1927 Last order for low-floor cars for Pittsburgh is received.
- 1936 PCC cars, streamlined and updated trolleys, arrive in Pittsburgh.
- 1941 Freight service is discontinued in Pittsburgh.
- 1950s Pattern of steady decline of streetcar use.
- 1951 The last production of PCC streetcars in the U.S. signal the end of an era.
- 1953 Washington County interurban streetcar lines are abandoned.
- 1964 Port Authority Transit (PAT) takes over from the Pittsburgh Railways Co. and independent bus companies.
- 1985 First phase of the Light Rail Transit (LRT) opens. Lines re-equipped with more modern cars.
- 1999 Drake Line in the South Hills is taken out of service along with PCC cars.
- 2000s Bus-only roadways lead east, south, and west from downtown Pittsburgh. Through-route buses added, including one to Pittsburgh International Airport.
- 2004 An order of 28 new light rail vehicles enters service.
- 2010s Port Authority continues to operate light rail lines in the South Hills, serving Overbrook, Castle Shannon, Library, Mt. Lebanon, and South Hills Village.
- 2012 North Shore connector opens providing access to sports entertainment venues such as Heinz Field, Rivers Casino, and the Carnegie Science Center.

2020

Port Authority embarks on a long-range transportation planning initiative to map out the future of transit in Pittsburgh.