

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1850			CINTR	omnibus	First attempt to reach Mt. Auburn by means of twelve passenger horse-drawn omnibus.	White, <a href="#">Cincinnati, City of Seven Hills</a> , page 11
1859	7	1	CINTR	horsecar	General ordinance passed governing proposed horsecar lines.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 5
1859	7	13	CINTR	horsecar	Grants made for establishment of specific horsecar lines.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 5
1859	9	14	CINTR	horsecar	Operation of first horsecar on parallel rails in Cincinnati. Takes trip on Walnut Street.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 5
1859			CINTR	horsecar	Several horsecar lines now in operation: #1, the John Street or "Red" line, #2, the "blue" line, from Fourth and Walnut Streets to the West end; #4, the Third Street line, #5, the East End route, and #7 the Pendleton Street Railroad on Front Street (Eastern Avenue). Line #7 built one year later as an extension of route #5.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 6
1860			CINTR	horsecar	Track on Ninth Street between Freeman Avenue and Linn Street abandoned. First abandonment of street railway track in Cincinnati.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 10
1863			CINTR	steam car	Cincinnati & Columbia Railroad chartered to extend from Pendleton out Eastern Avenue.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 22
1864	8	19	CINTR	horsecar	Ordinance establishes horsecar route #8 as the Main Street Passenger Railroad (later reorganized into the Mt. Auburn Street Railroad Company).	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 4, page 139
1866	6	24	CINTR	steam car	Beginning of steam car service out Eastern Avenue.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 22
1867			CINTR	horsecar	Route #8 reaches Mt. Auburn.	White, <a href="#">Cincinnati, City of Seven Hills</a> , page 11
1868			CINTR	horsecar	Route #9, the Vine Street line, authorized. Completed several years later.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 6
1871	4		CINTR	incline	Cincinnati Inclined Plane Railway Company established under state charter to operate between foot of Main Street and top of Mt. Auburn.	White, <a href="#">Cincinnati, City of Seven Hills</a> , page 12
1872	5	12	CINTR	incline	Mt. Auburn (Main Street) Incline opens. Cincinnati's only dual grade incline.	White, <a href="#">Cincinnati, City of Seven Hills</a> , page 13; Wagner, <a href="#">Cincinnati Streetcars</a> , volume 2, page 30
1872			CINTR	horsecar	Walnut Hills & Cincinnati Street Railroad Company establishes route #10 to operate from Fifth Street up Gilbert Avenue.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 6
1872			CINTR	steam car	Narrow gauge steam dummy line added to operate between Eastern Avenue and Mt. Lookout via Delta Avenue (Crawfish Road).	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 22
1873			CINTR	horsecar	Mt. Auburn Street Railroad sold; property then leased to Cincinnati Inclined Plane Company.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 4, page 139
1873	7		CINTR	horsecar	Five lines merge to become the Cincinnati Consolidated Railway.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 10

Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1874	7	14	CINTR	incline	Passenger side of Price Hill Incline opens.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 2, page 34
1874	12	29	CINTR	horsecar	Route #13, the "Avondale" route, built by Cincinnati Street Railway Company. Early beginning of the Avondale-Winton Place route.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, pages 6, 10
1875			CINTR	horsecar	Street railroad system has 14 lines, 45 miles of track, 1000 horses, 550 employees, and 160 cars.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 10
1876			CINTR	incline	Bellevue (a.k.a. Clifton, Elm Street, Ohio Avenue) Incline built.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 2, pages 47, 72
1876	3	8	CINTR	incline	Mt. Adams Incline begins operation.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 2, page 55
1876			CINTR	horsecar	Line #15 built to operate from foot of Mt. Adams Incline to Fountain Square.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 7
1876			CINTR	incline	Freight plane of Price Hill Incline opens.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 2, page 34
1876			CINTR	horsecar	Route #5 (East End line) extended to Elm and McMicken. Connects with Bellevue Incline.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 7
1877			CINTR	horsecar	Route #16 built. Runs from head of Mt. Adams Incline through Eden Park into Walnut Hills to Gilbert and McMillan.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 7
1878			CINTR	horsecar	Storrs & Sedamsville Street Railway begins operating out Eighth Street to Sedamsville.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 10
1878			CINTR	incline	Main Street Incline rebuilt to haul horsecars.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 2, page 30
1879			CINTR	street rys	Ordinance passed standardizing operations for street railway companies.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 12
1880	6	22	CINTR	horsecar	Five companies merge to form The Cincinnati Street Railway with R.M. Shoemaker as president. Company operates ten horsecar lines and the Bellevue Incline.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, pages 15-16; volume 3, page 77
1882	7	18	CINTR	street rys	John Kilgour becomes president of Cincinnati Street Railway. Serves until 1914.	"History of the Cincinnati Street Railway." <a href="#">Cincinnati Street Railway The NEWS</a> , September, 1930, page 4
1885	7	17	CINTR	cable car	Gilbert Avenue Cable line built by the Mt. Adams & Eden Park Inclined Plane Railway. First cable car line in Cincinnati.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 3, page 77
1886	9	13	CINTR	cable car	Ordinance passed authorizing building of the Mt. Auburn (Sycamore) Cable line.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 3, page 84
1887			CINTR	horsecar	Cincinnati Inclined Plane Railway Co. has 6 1/2 miles of track, 150 horses, and 25 cars.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 4, page 139
1887	7	1	CINTR	cable car	Mail service begins on Gilbert Avenue Cable line.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 3, page 98

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1887	9	25	CINTR	cable car	Successful trip on Cincinnati's third and last cable car line, the Vine Street Cable. Line is owned by Cincinnati Street Railway.	Wagner, <i>Cincinnati Streetcars</i> , volume 3, page 92
1888	2	9	CINTR	cable car	Outer end (Clifton end) of Vine Street Cable is opened by Cincinnati Street Railway and operated as a separate unit.	Wagner, <i>Cincinnati Streetcars</i> , volume 3, page 92
1888			CINTR	cable car	(1888-1892) Mt. Auburn Cable Company operates branch line on Erkenbrecher Avenue from Burnet Avenue to the Zoo using a single steam dummy.	Wagner, <i>Cincinnati Streetcars</i> , volume 3, page 86
1888	6		CINTR	streetcar	Cincinnati's first electric car line begins operation. Route is between Gilbert Avenue and Oak Street and Reading Road.	"History of the Cincinnati Street Railway." <i>Cincinnati Street Railway The NEWS</i> , October, 1930, page 5
1889	6		CINTR	streetcar	Entire line of Cincinnati Inclined Plane Railway electrified from downtown to the Zoo. Cincinnati's first fully electrified line.	Wagner, <i>Cincinnati Streetcars</i> , volume 4, page 140
1889	8	17	CINTR	streetcar	First operation of an electric car by Cincinnati Street Railway. Runs between Brighton and Cumminsville (2.75 mi).	Wagner, <i>Cincinnati Streetcars</i> , volume 3, page 109
1889	10	15	CINTR	incline	Serious accident on Main Street Incline results in six fatalities.	Wagner, <i>Cincinnati Streetcars</i> , volume 2, pages 31-32
1890			CINTR	steam car	Delta Avenue Steam dummy line incorporated as the Pendleton, Mt. Lookout and East Walnut Hills Railway.	Wagner, <i>Cincinnati Streetcars</i> , volume 1, page 22
1890			CINTR	incline	Bellevue Incline rebuilt to carry vehicular as well as foot traffic.	"History of the Cincinnati Street Railway." <i>Cincinnati Street Railway The NEWS</i> , October, 1930, page 6
1891			CINTR	steam car	Eastern Avenue's main steam car line rebuilt for electric cars. Steam on line discontinued.	Wagner, <i>Cincinnati Streetcars</i> , volume 1, page 22
1891			CINTR	streetcar	Court order mandates use of double trolley pole system for operation of streetcars in Cincinnati as telephone company claims single trolley pole system interferes with phone reception.	Wagner, <i>Cincinnati Streetcars</i> , volume 4, page 144
1891	12	13	CINTR	streetcar	Avondale car line opens for regular service.	"History of the Cincinnati Street Railway." <i>Cincinnati Street Railway The NEWS</i> , October, 1930, page 6
1892			CINTR	incline	Fairview Incline built. Shortest of Cincinnati's inclines.	Wagner, <i>Cincinnati Streetcars</i> , volume 2, page 69
1894			CINTR	street ry	Cincinnati Inclined Plane Railway has sixteen miles of track, two incline plane cars, forty motor cars, and five horses.	Wagner, <i>Cincinnati Streetcars</i> , volume 4, page 144
1894	2	2	CINTR	street ry	Avondale Car House on Mitchell Avenue burns.	"History of the Cincinnati Street Railway." <i>Cincinnati Street Railway The NEWS</i> , November, 1930, page 4

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1894	8	22	CINTR	street ry	New Avondale Car House on Reading Road at Kinsey ready for use.	"History of the Cincinnati Street Railway." Cincinnati Street Railway The NEWS, November, 1930, page 4
1895	3	10	CINTR	streetcar	Eighth Street car line reaches Price Hill.	"History of the Cincinnati Street Railway." Cincinnati Street Railway The NEWS, November, 1930, page 4
1895	6	21	CINTR	streetcar	Elberon Avenue line opens as electrification continues.	"History of the Cincinnati Street Railway." Cincinnati Street Railway The NEWS, November, 1930, page 4
1895	9	1	CINTR	streetcar	Opening of extension on Harrison Avenue.	"History of the Cincinnati Street Railway." Cincinnati Street Railway The NEWS, November, 1930, page 4
1895	12	17	CINTR	streetcar	Service extended to Riverside and Anderson's Ferry.	"History of the Cincinnati Street Railway." Cincinnati Street Railway The NEWS, November, 1930, page 5
1895	12	17	CINTR	streetcar	Line between Spring Grove Cemetery and Knowlton's Corner electrified.	"History of the Cincinnati Street Railway." Cincinnati Street Railway The NEWS, November, 1930, page 5
1896			CINTR	street rys	Cincinnati Street Railway's repair and paint shops built at Chester Park.	Wagner, Cincinnati Streetcars, volume 5, pages 180-181
1896	4	22	CINTR	street rys	Rogers Law passed by Ohio Legislature. Provides conditions for consolidation of street railway companies and defines required agreements between the consolidated company and the governing body of the city in which it is to operate.	"History of the Cincinnati Street Railway." Cincinnati Street Railway The NEWS, November, 1930, page 5
1896	7	29	CINTR	street rys	Shareholders of Mt. Adams and Inclined Plane Railway, Mt. Auburn Cable Railway, and Cincinnati Street Railway approve the consolidation of the three companies. The consolidated company is named The Cincinnati Street Railway.	"History of the Cincinnati Street Railway." Cincinnati Street Railway The NEWS, November, 1930, page 6
1896	8	13	CINTR	street rys	Consolidation of the three companies authorized by city ordinance.	"History of the Cincinnati Street Railway." Cincinnati Street Railway The NEWS, November, 1930, page 6
1896	10	4	CINTR	street rys	The newly united companies begin operation as The Cincinnati Street Railway.	Wagner, Cincinnati Streetcars, volume 5, page 182

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1897	7	4	CINTR	steam car	Mt. Lookout Steam Dummy abandoned.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 1, page 24
1897	7	10	CINTR	streetcar	Crosstown car line begins operation.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 5, page 182
1897	11	18	CINTR	streetcar	Service extended to Linwood.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , November, 1930, page 6
1898			CINTR	cable car	The Vine Street Cable and the Walnut Hills (Gilbert Avenue) Cable lines both converted to electric operation.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 3, page 96
1898			CINTR	incline	Mt. Auburn (Main Street) Incline closes.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 2, page 72
1898	4	3	CINTR	streetcar	Madisonville receives its first streetcar service.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 5, page 182
1898	8	16	CINTR	incline	Auburn-Zoo service extended into Avondale via Erkenbrecher and Rockdale Avenues.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , November, 1930, page 6
1899	4	4	CINTR	streetcar	Cincinnati Street Railway begins to build streetcars in its shops at Chester Park.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , November, 1930, page 6
1901	1	22	CINTR	streetcar	Hamilton, Glendale & Cincinnati Traction Company incorporated to construct traction line between Glendale and Hamilton.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 4, page 146
1901	2	21	CINTR	streetcar	Cincinnati Street Railway property leased to Cincinnati Traction Company which takes over operation of all car lines.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 5, page 200
1901	3	22	CINTR	incline	Bellevue House, popular resort at top of Bellevue Incline, burns.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 2, page 49
1901			CINTR	streetcar	"Trolley parties" gain popularity as people of means enjoy engaging deluxe parlor car trolleys for special occasions.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , December, 1930, page 6
1901			CINTR	streetcar	Several "high-water" cars are built with motors set on the car floors raised high above the ground for travel through water up to four feet deep.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , December, 1930, page 6
1901	10		CINTR	traction co	W. Kesley Schoepf elected president of Cincinnati Traction Company.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 5, page 201
1901	11	8	CINTR	streetcar	Regular begins on Millcreek Valley line between Cincinnati and Hamilton.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 4, page 150

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1902	1	1	CINTR	streetcar	Norwood line extended over Harris Avenue, operated at first with a shuttle car.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 5, page 206
1902	1	16	CINTR	streetcar	Millcreek Valley Lines operates first double-truck car from Hartwell to Hamilton.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 4, page 150
1902	1	16	CINTR	streetcar	South Norwood line begins operating out Cleney Avenue to U.S. Playing Card plant.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , December, 1930, page 7
1902	6	9	CINTR	cable car	Mt. Auburn Cable line abandoned. Last of Cincinnati's three operating cable lines.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 3, page 87
1902	8		CINTR	street rys	Hamilton, Glendale & Cincinnati Traction Company and the Millcreek Valley Street Railway are consolidated to form the Cincinnati & Hamilton Traction Company. Line then leased to the Cincinnati Interurban Company.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 4, page 152
1902	8	17	CINTR	street rys	Franchise issues develop as Rogers Law of 1896 declared unconstitutional and void. Therefore no franchises may be extended for the continued operation of individual routes.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , January, 1931, page 3
1902	10		CINTR	street rys	Ohio Legislature provides temporary relief for franchise problems. Passes Curative Act to extend all unexpired franchises for their full original terms.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , January, 1931, page 3
1902	11		CINTR	streetcar	1500-series cars enter service. Cincinnati's first double-truck, eight-wheel cars.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , January, 1931, page 4
1903	2	15	CINTR	streetcar	Opening of through service between Fountain Square and Oakley via Madison Road.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , January, 1931, page 4
1903	3		CINTR	streetcar	Start of Highland Avenue line.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 5, page 218
1903	3	29	CINTR	streetcar	Fifty new double-truck cars in service by this date.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , January, 1931, page 4
1903	4		CINTR	streetcar	At the request of the Village of Winton Place a new loop off Winton Road for Avondale-Winton Place cars opens.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 5, page 223
1903	4	28	CINTR	streetcar	Franchise issues redevelop as Curative Act of 1902 is declared unconstitutional.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , January, 1931, page 3
1904	3	26	CINTR	streetcar	Twenty-five summer cars destroyed in Hewitt Avenue Car House fire.	"History of the Cincinnati Street Railway." <a href="#">Cincinnati Street Railway News</a> , February, 1931, page 3

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1904	10	25	CINTR	streetcar	Ordinance passed to extend Eighth Street car line out Glenway Avenue and to allow abandonment of the Price Hill "Jerky."	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , February, 1931, page 4
1904	11	2	CINTR	horsecar	Final trip for the Price Hill "Jerky," Cincinnati's last horsecar line.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , February, 1931, page 4
1905	1	20	CINTR	streetcar	First car of the 1600-series "semi-convertible" cars enters service and is operated on the Madisonville line.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , February, 1931, page 4
1905	2	28	CINTR	street rys	Ohio Supreme Court reverses Superior Court decision which had overturned the Rogers Law of 1896. Cincinnati Traction Company and Cincinnati Street Railway are now assured the right to operate streetcars according to franchise rights that had been given them by state and city governments. An important victory for both companies.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , February, 1931, page 4
1905	5		CINTR	street rys	Incorporation of Ohio Traction Company.	Wagner, <u>Cincinnati Streetcars</u> , volume 4, page 160
1906	2	16	CINTR	streetcar	Second set of fifty new double-truck cars (1550-1599 series) begin to appear.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , February, 1931, page 4
1906	4	7	CINTR	car house	Vine Street Cable power house sold to Cincinnati Ice Company. Tract of land purchased north of Jefferson Avenue for site of new carbarn.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , February, 1931, page 5
1906	7	6	CINTR	street rys	Assignment of lease of Cincinnati & Hamilton Traction Company to the Ohio Company. Liquidation of Cincinnati Interurban Company then follows.	Wagner, <u>Cincinnati Streetcars</u> , volume 4, pages 156, 160
1906	10		CINTR	incline	Wreck on Price Hill Incline. Freight cable breaks; car plunges to foot. Six horses killed.	Wagner, <u>Cincinnati Streetcars</u> , volume 2, page 40
1907	1	21	CINTR	streetcar	Ohio River rises to height of 65.2 feet. Cincinnati Traction's service interrupted at numerous points. Riders transported by barges and high-water cars.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , March, 1931, page 3
1907	11		CINTR	streetcar	1700 series cars enter service.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , March, 1931, page 3
1907	12		CINTR	streetcar	Two mail cars, equipped for hauling and sorting mail, begin service.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , March, 1931, page 3
1908	9	19	CINTR	streetcar	Cars begin operating on new Harrison Avenue Viaduct.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , March, 1931, page 3
1909			CINTR	streetcar	New street railway electric power plant constructed at Pendleton on the Ohio River.	Wagner, <u>Cincinnati Streetcars</u> , volume 5, page 235

Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1910	2	20	CINTR	streetcar	First of the new "Pay-As-You-Enter" cars (1800-1849 series) begin service on the Vine-Clifton line and Vine-Norwood lines.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 5, pages 237-238
1910	5	22	CINTR	streetcar	Start of the Vine-Burnet line.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , March, 1931, page 4
1910	6	18	CINTR	streetcar	Zoo-Chester route begins operation.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , March, 1931, page 4
1910	9	8	CINTR	streetcar	Start of North Norwood line.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , March, 1931, page 4
1911	1	8	CINTR	streetcar	Start of Vine-Norwood line. Operates to Sherman and McNeil in Norwood.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , March, 1931, page 4
1911			CINTR	streetcar	20,000,000 car miles operated, 97,726,000 revenue passengers and 35,258,515 transfer passengers transported this year.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 5, page 243
1911	12		CINTR	streetcar	Fifty additional 1800 series cars (1800-1899) delivered to help meet demands of increased service.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , March, 1931, page 4
1912			CINTR	streetcar	Details of Cincinnati Traction Co.'s new fireproof 17-bay car storage house on Donnell Street, with capacity for 374 cars, announced in <a href="#">Electric Railway Journal</a> of April 27, 1912.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 6, page 262
1912	5	15	CINTR	streetcar	Chapel Street line (route 1) begins operation.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , March, 1931, page 4
1912	8	18	CINTR	streetcar	Opening of the Hyde Park Division.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , March, 1931, page 5
1912	12		CINTR	streetcar	Arrival of the 2000 series cars.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <a href="#">The NEWS</a> , March, 1931, page 5
1913	1	16	CINTR	traction co	W. Kesley Schoepf, president of Cincinnati Traction Company, also becomes president of Cincinnati Car Company.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 6, page 278
1913	2	19	CINTR	streetcar	College Hill line rerouted to reach Knowlton's Corner via Colerain Avenue and Spring Grove Avenue. A new line, the Clifton-Ludlow, is started to replace the College Hill line's former route through Clifton to Knowlton's Corner.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 6, page 273
1913	3		CINTR	street rys	Second flood of year floods much of Ohio Valley. Hamilton accessible only by electric car line. National Guard troops transported to and from city via Millcreek Valley Line.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 4, pages 160-161

Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1913	5	13-19	CINTR	traction co	Streetcar conductors and motormen of Cincinnati Traction company strike. Settlement reached as company agrees to an increase in 23-cent hourly wage and recognizes labor union.	Wagner, <u>Cincinnati Streetcars</u> , volume 6, pages 267-270
1913	6	23	CINTR	streetcar	First streetcar to operate over newly-built Gilbert Avenue Viaduct.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , March, 1931, page 6
1913	10	7	CINTR	streetcar	Beginning of service on Evanston line.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , March, 1931, page 6
1913	10	31	CINTR	streetcar	Clifton-Ludlow route extended to terminus at Springlawn Avenue in Northside.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , March, 1931, page 6
1914			CINTR	streetcar	Sixty trailer cars, numbered 3000--3059, ordered from Cincinnati Car Company as patronage on city's lines increases.	Wagner, <u>Cincinnati Streetcars</u> , volume 6, page 282
1914	2	5	CINTR	streetcar	First trailer given tryout on Clark Street line.	Wagner, <u>Cincinnati Streetcars</u> , volume 6, page 282
1914	2	8	CINTR	streetcar	Trailer cars enter regular service.	Wagner, <u>Cincinnati Streetcars</u> , volume 6, page 282
1914	7		CINTR	streetcar	Ludlow Avenue Viaduct completed on July 6. Underpass at Delta and Eastern completed on July 31, eliminating crossing of Pennsylvania Railroad. Both projects completed at considerable expense to Cincinnati Street Railway.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , April, 1931, page 3
1915			CINTR	motor coach	"Jitney" bus operation started from Seton Avenue in Price Hill to Seventh and Race downtown.	Wagner, <u>Cincinnati Streetcars</u> , volume 6, page 297
1915	11	15	CINTR	streetcar	End of the "parlor car" era. After this date deluxe parlor cars could no longer be engaged are removed from service.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , April, 1931, page 3
1916			CINTR	motor coach	Service to Bond Hill provided by Bond Hill Auto Bus Line.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , April, 1931, page 4
1916			CINTR	streetcar	Work begins on streetcar line to replace Bond Hill bus service and to extend route from Mitchell Avenue and Reading Road to B&O Railroad at Paddock Road. Last entirely new car line built by either Cincinnati Traction Company or Cincinnati Street Railway. First bus route to be replaced by streetcar.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , April, 1931, page 4; Wagner, <u>Cincinnati Streetcars</u> , volume 6, page 294
1916	12	17	CINTR	streetcar	First streetcar operates on newly-built Bond Hill line (route 42).	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , April, 1931, page 4

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1917			CINTR	streetcar	State Legislature passes law banning operation of open "summer" cars in Ohio cities effective in 1920. One-third of open cars removed from service in each of the years 1917, 1918 and 1919.	Wagner, <u>Cincinnati Streetcars</u> , volume 6, page 297
1917	5		CINTR	streetcar	2100-type cars put into service.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , April, 1931, page 5
1918	7	1	CINTR	streetcar	End of service on Vine & Mitchell and Zoo-Chester routes. Start of service on Hartwell Junction line.	Wagner, <u>Cincinnati Streetcars</u> , volume 6, page 305
1919	1	1	CINTR	streetcar	Nickel fare increased to 5 1/2 cents for ticket or 6 cents cash. First fare increase in 59 1/2 years.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , May, 1931, page 3
1919			CINTR	motor coach	Alms & Doepke Co. horse-drawn omnibus line, in operation since the 1870's, replaced by four motorized buses.	Hymans, "Early Days with Cincinnati Motor Buses." <u>Bus Industry</u> , volume 6, number 2, March-April, 1979, page 4
1919	9		CINTR	streetcar	105 new cars (2200-2305) from Cincinnati Car Company begin service.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , May, 1931, page 4
1919	9	28	CINTR	streetcar	First streetcar to Kennedy Heights.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , May, 1931, page 4
1920	1	20	CINTR	subway	Construction begins on the never-to-be-completed Cincinnati Subway.	Singer, <u>The Cincinnati Subway</u> , page 46
1920	5	16	CINTR	streetcar	Fairview Heights line replaces Clifton-Elm route.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , May, 1931, page 4
1920	6	15	CINTR	streetcar	Winton Road "jerky" line discontinued.	Wagner, <u>Cincinnati Streetcars</u> , volume 6, page 311
1920	7	29	CINTR	streetcar	Norwood-Gilbert, a rush hour only route, discontinued.	Wagner, <u>Cincinnati Streetcars</u> , volume 6, page 311
1921			CINTR	street ry	Some changes in power source occur. Decision made to purchase a portion of power from Union Gas and Electric Company. Three power houses shut down and fitted with substation equipment. Five new substations built to help transmit purchased power.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , May, 1931, pages 4-5
1921	8	21	CINTR	incline	Fairview Incline closed to streetcars.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , May, 1931, page 5
1921	8	30	CINTR	motor coach	Administrative order issued by Public Utilities Commission of Ohio (PUCO) requiring all bus lines operating in the State to file tariffs and equipment lists.	Gibson, <u>Independent Bus Lines</u> , page 2

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1922	1	29	CINTR	streetcar	Effective date of reroute of College Hill and Westwood cars over Elm Street through Mohawk.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , May, 1931, page 5
1922	2	10	CINTR	streetcar	First car operates on extension of Warsaw route to Covedale.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>News</u> , May, 1931, page 5
1922	12	5	CINTR	motor coach	Blue Bus Company is incorporated with headquarters in Milford.	"History of the Blue Bus Company" (CTHA files)
1923	1	1	CINTR	streetcar	First of the 2400-series "curveside" cars appear.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>News</u> , May, 1931, page 5
1923			CINTR	motor coach	Williams City Directory lists twenty-six different motor bus lines in operation.	Hymans, <u>Early Days with Cincinnati Motor Buses</u> , page 4
1923	7	28	CINTR	motor coach	Freeman-Collister Act takes effect, placing all bus (and truck) lines under jurisdiction of PUCO.	Gibson, <u>Independent Bus Lines</u> , page 2
1923	8	15	CINTR	motor coach	Incorporation of Mt. Washington Transportation Company.	"Mt. Washington Transportation Company" (CTHA files)
1923	12	24	CINTR	incline	Fairview Incline abandoned.	Wagner, <u>Cincinnati Streetcars</u> , volume 2, page 70
1923	12	25	CINTR	streetcar	First Crosstown car to run on Brighton Ramp connecting Brighton with upper McMillan Street in Fairview.	Wagner, <u>Cincinnati Streetcars</u> , volume 7, page 339
1924			CINTR	streetcar	Most single-truck cars retired.	Wagner, <u>Cincinnati Streetcars</u> , volume 7, page 341
1925	10	20	CINTR	motor coach	Some nineteen independent bus lines in operation in Cincinnati. Ordinance passed regulating their operation and allowing those already in business to continue. Ordinance also provides guidelines for establishment of new bus lines.	Gibson, <u>Independent Bus Lines</u> , page 2; Wagner, <u>Cincinnati Streetcars</u> , volume 7, pages 346-347
1925	11	1	CINTR	street ry	Lease of Cincinnati Street Railway property to Cincinnati Traction Company expires. Cincinnati Street Railway resumes management of its properties with Walter A. Draper as president. W. Kesley Schoepf retires after twenty-five year term as president of Cincinnati Traction Company. New operating agreement with City of Cincinnati allows City certain amount of control over quality of Cincinnati Street Railway operations.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , May, 1931, page 6; June, 1931, page 3; Wagner, <u>Cincinnati Streetcars</u> , volume 7, pages 346-347
1925	12		CINTR	motor coach	Cincinnati Street Railway buys Owensville, Milford & Norwood line from owner Dale McKay.	Gibson, <u>Independent Bus Lines</u> , page 9
1926			CINTR	street ry	Cincinnati Street Railway begins first year of track rebuilding and overhead renewal program.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , October, 1937, page 5
1926	4	4	CINTR	motor coach	Start of first bus routes to be operated by Cincinnati Street Railway: E-Clifton-Hyde Park and F-Cumminsville-Oakley.	Wagner, <u>Cincinnati Streetcars</u> , volume 7, page 347

Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1926			CINTR	motor coach	Other CSR motor coach route startups follow: A-Oakley-Mariemont, April 25; B-Bond Hill-Lockland, May 2; G-Price Hill-Westwood, May 2; C-Westwood-Cheviot, May 16; D-Price Hill, May 16; K-Norwood Avenue, June 25; J-Mt. Airy, July 4.	Gibson, <u>Independent Bus Lines</u> , page 35
1926			CINTR	streetcar	Four 1850-series streetcars remodeled for one-man service on route 43 Hotels-Union Depot.	Wagner, <u>Cincinnati Streetcars</u> , volume 10, page 641
1926	6	6	CINTR	incline	Abandonment of Bellevue Incline.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , July, 1931, page 4
1926	6		CINTR	streetcar	Route 62 Ohio Avenue begins operation. Route 60 Fairview changed, traveling to Fairview by way of Clifton instead of via Bellevue Incline.	Wagner, <u>Cincinnati Streetcars</u> , volume 7, page 351
1926	7	15	CINTR	streetcar	Glendale-Hamilton line discontinued.	Wagner, <u>Cincinnati Streetcars</u> , volume 7, page 351
1926	7	28	CINTR	streetcar	Edwards Road line discontinued.	Wagner, <u>Cincinnati Streetcars</u> , volume 7, page 351
1926	9	22	CINTR	motor coach	Street Railway takes over operation of route L-Coney Island from Cincinnati Motor Bus Co.	Gibson, <u>Independent Bus Lines</u> , page 5
1926	10	18	CINTR	streetcar	Declining patronage of Bond Hill streetcar line leads to service reduction. Line becomes rush hour only.	Wagner, <u>Cincinnati Streetcars</u> , volume 6, page 295
1926	11		CINTR	streetcar	Sunday pass introduced and is immediately popular. Sells for 25 cents and allows trips on any of the streetcar routes all day Sunday.	Wagner, <u>Cincinnati Streetcars</u> , volume 7, page 354
1926			CINTR	motor coach	Street Railway operating nine lines with sixty-two motor coaches at year's end.	Wagner, <u>Cincinnati Streetcars</u> , volume 7, page 347
1927	1	9	CINTR	streetcar	First through car runs from Hyde Park to Milford on eleven-mile extension of track acquired when Cincinnati, Milford and Blanchester Railway ceased operation. New line operates as route 71 Mariemont-Milford using three interurban type cars (2500-2502) and five curveside cars (2503-2507).	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , October, 1937, page 6; Wagner, <u>Cincinnati Streetcars</u> , volume 7, pages 352-354
1927			CINTR	street ry	22.4 miles of single track at 33 different locations reconstructed during year.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , October, 1937, page 6
1927	10	1	CINTR	motor coach	Route K-Norwood Avenue bus line discontinued.	Gibson, <u>Independent Bus Lines</u> , page 32
1928	3	10	CINTR	street ry	First of new substations (Colerain) put into service.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , October, 1937, page 14
1928	3	15	CINTR	street ry	Newly completed Winton Shop ready for use. Considered a model facility by many in the transit industry.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , October, 1937, page 14

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1928	5	15	CINTR	motor coach	Blue Bus Company dissolved.	"History of the Blue Bus Company" (CTHA files)
1928	5	16	CINTR	streetcar	Contract let for 100 new cars from Cincinnati Car Company, the 100-type, at an expenditure of \$1,300,000.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , October, 1937, page 14
1928	7	1	CINTR	motor coach	City Transit, Inc. takes over from Cincinnati Street Railway the operation of the route J-Mt. Airy line, operating it as an extension of its Northside line.	Gibson, <i>Independent Bus Lines</i> , page 4
1928	7		CINTR	street ry	Cincinnati Street Railway conversion to "automatic supervisory control" power distribution system completed and in full operation. All electric power now purchased from Union Gas and Electric Company and transmitted through nineteen centrally controlled substations.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , October, 1937, page 14; Wagner, <i>Cincinnati Streetcars</i> , volume 7, pages 414-416
1928	7	31	CINTR	streetcar	Four of the 3000-series trailer cars are converted to motor cars and enter service renumbered as cars 50-53.	Wagner, <i>Cincinnati Streetcars</i> , volume 7, page 387
1928	8	1	CINTR	street ry	Pendleton Power House shut down; entire power load has shifted to purchased power lines.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , October, 1937, page 14
1928	9	8	CINTR	streetcar	Bond Hill car line discontinued. Last car line built in Cincinnati becomes first to be replaced by buses.	Wagner, <i>Cincinnati Streetcars</i> , volume 6, page 295
1928			CINTR	streetcar	First of the new 100-type cars begin to appear on Street Railway routes.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , October, 1937, page 14
1928	10	7	CINTR	motor coach	Start of bus route Q-McHenry Road.	Wagner, <i>Cincinnati Streetcars</i> , volume 6, page 295
1928	11	20	CINTR	street ry	Power distribution system placed under control of power dispatcher at 1323 Walnut Street.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , October, 1937, page 14
1928			CINTR	street ry	Additional 24.2 miles of track reconstructed during year.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , October, 1937, page 15
1929			CINTR	street ry	(1929-1933) Street Railway ridership declines during Depression years: almost 102 million riders carried by Cincinnati Street Railway vehicles in 1929; total falls to 62.5 million in 1933.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , November, 1937, page 5
1929	9	16	CINTR	streetcar	Eighth Street Viaduct opened.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , October, 1937, page 15
1929	12		CINTR	incline	Closing of freight side of Price Hill Incline.	Wagner, <i>Cincinnati Streetcars</i> , volume 2, page 45

Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1929			CINTR	street ry	16.7 miles of track and 61.33 miles of overhead completed this year as rebuilding program continues.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , October, 1937, page 15
1930			CINTR	street ry	Cincinnati Street Railway's fiftieth anniversary. Company property in excellent condition during Depression years following track rebuilding and overhead renewal program completed between 1926 and 1929.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , October, 1937, page 15
1930			CINTR	streetcar	New loop at Cincinnati Zoo constructed on Vine Street just north of Erkenbrecher Avenue.	Wagner, <u>Cincinnati Streetcars</u> , volume 8, page 438
1930	11	22	CINTR	streetcar	Cincinnati, Lawrenceburg & Aurora Interurban line ceases operation. Street Railway then buys six miles of C&LE's former standard gauge line from Anderson's Ferry to Fernbank. Track is changed to CSR's wide gauge for operation of streetcar line. Interim motor coach service provided during conversion.	Wagner, <u>Cincinnati Streetcars</u> , volume 8, page 441
1931	1	1	CINTR	streetcar	Cars begin operating to Fernbank on the Fernbank line (route 30).	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , November, 1937, page 19
1931			CINTR	streetcar	Seventeen 1850-1899 series cars rebuilt for one-man operation and renumbered in the 900 series.	Wagner, <u>Cincinnati Streetcars</u> , volume 10, page 648
1931	7	29	CINTR	streetcar	Route 43 Depot-Hotels discontinued.	Wagner, <u>Cincinnati Streetcars</u> , volume 8, page 447
1931	9	13	CINTR	motor coach	City Transit's Mariemont route discontinued. Street Railway's bus route A-Mariemont extended to Fairfax.	Gibson, <u>Independent Bus Lines</u> , page 4
1932	1	12	CINTR	streetcar	Service begins on route 10 Vine-Woodburn as substitution for route 7 North Norwood which had been reduced to rush hour service only.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , December, 1937, page 6
1932	4	17	CINTR	motor coach	Cincinnati Street Railway begins operation of North College Hill shuttle route on experimental basis for brief period until June 11, 1932.	Gibson, <u>Independent Bus Lines</u> , page 3
1932			CINTR	streetcar	Car rebuilding program continues: 33 cars from 2000-2075 series converted to 200-series.	Wagner, <u>Cincinnati Streetcars</u> , volume 10, page 648
1932	8	1	CINTR	motor coach	Route C-Westwood-Cheviot discontinued.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , December, 1937, page 6
1932	9	28	CINTR	street ry	President of Cincinnati Street Railway Walter A. Draper honored; is elected head of American Electric Railway.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <i>The NEWS</i> , December, 1937, page 6

Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1932	10	16	CINTR	streetcar	Hartwell Car House closed. Its cars transferred to Vine Street Car House.	Wagner, <u>Cincinnati Streetcars</u> , volume 8, page 469
1932	11	15	CINTR	streetcar	East End Car House closed. Its runs divided between Avondale and Hyde Park Divisions.	Wagner, <u>Cincinnati Streetcars</u> , volume 8, page 469
1933			CINTR	streetcar	First streetcar rebuilding program enters its last year. Seven 2100-series cars converted to one-man operation. Renumbered as 300's.	Wagner, <u>Cincinnati Streetcars</u> , volume 10, page 641
1933			CINTR	motor coach	Twenty-eight new buses purchased by Street Railway to replace those used when the Company first began bus operations in 1926.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , January, 1938, page 11
1933	9	1	CINTR	motor coach	Route D-Price Hill extended to Covedale.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , January, 1938, page 11
1934	3	5	CINTR	motor coach	Start of route I-Quebec-Iliff, a Quebec Road shuttle service connecting Warsaw and John Street car lines. Line made permanent in July, 1936 after being extended out Queen City to Sunset for rush hour service.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , January, 1938, page 12
1935	4	30	CINTR	motor coach	Cincinnati Street Railway ends its shuttle bus service from Government Square to C&LE's Northside Station. After this date service is provided by C&LE's own buses.	Gibson, <u>Independent Bus Lines</u> , page 6
1936	4	22	CINTR	trolley bus	Ordinance passed providing for substitution of trolley buses for streetcars on route 15 Clark Street and for changes in line's outer route.	Wagner, <u>Cincinnati Streetcars</u> , volume 8, pages 476-477
1936	8	24	CINTR	streetcar	Route 71 Milford car line discontinued. Route 72 Mariemont is started, using portion of line from Erie Avenue to loop in Mariemont. Bus route A-Mariemont is extended to Milford.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , February, 1938, page 6; Wagner, <u>Cincinnati Streetcars</u> , volume 8, page 477
1936	12	1	CINTR	trolley bus	Cincinnati's first streetcar to trolley coach conversion takes place as trolley coaches begin service on route 15 Clark Street.	Wagner, <u>Cincinnati Streetcars</u> , volume 8, page 477
1937	1	24	CINTR	streetcar	Flooding of power houses causes suspension of streetcar service. Ohio River flood stage reaches 79.6 feet on January 26. Total cost of the flood to the Street Railway estimated at \$209,000.	"History of the Cincinnati Street Railway." Cincinnati Street Railway <u>The NEWS</u> , March, 1938, pages 5-6
1937	3	27	CINTR	streetcar	Service resumed on route 30 Fernbank. Last car line to be restored to service after the flood.	Wagner, <u>Cincinnati Streetcars</u> , volume 8, page 499
1938			CINTR	streetcar	Columbia Parkway opened. New private right-of-way parallel to Parkway opened for route 27 East End cars as far as Baines Place.	Wagner, <u>Cincinnati Streetcars</u> , pages 504-506
1938	10	8	CINTR	streetcar	End of streetcar service on route 64 McMicken-Main. Trolley bus service starts on line the following day.	Wagner, <u>Cincinnati Streetcars</u> , volume 8, page 506
1938	11	23	CINTR	streetcar	One Brilliner streamlined streetcar ordered from J.G. Brill Company.	Wagner, <u>Cincinnati Streetcars</u> , volume 8, page 506

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1938	12	20	CINTR	streetcar	Two PCC cars ordered: one from St. Louis Car Company, the other from Pullman-Standard.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 8, page 506
1939	3	6	CINTR	streetcar	Last car operated over "balloon loop" at Glenway, Warsaw and Wilder Avenues (route 35).	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 8, page 516
1939	5	31	CINTR	streetcar	Brilliner #1200 arrives. Cincinnati's first streamlined test car.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 8, page 511
1939	6		CINTR	streetcar	Pullman PCC car #1000 arrives.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 8, page 511
1939	6	20	CINTR	motor coach	Order placed for eight new A.C.F. motor coaches and seven new Twin coaches.	"Making Street Railway History in Cincinnati, Today." Cincinnati Street Railway <a href="#">The NEWS</a> , July-August, 1939, page 5
1939	7	2	CINTR	streetcar	Observation car <i>Hiawatha</i> placed in service for open-air touring. Cars 1000 and 1200 placed in service on 26-day schedule that included a day's run on each of the system's 26 different car lines.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 8, page 519; "Making Street Railway History in Cincinnati, Today." Cincinnati Street Railway <a href="#">The NEWS</a> , July-August, 1939, page 4
1939	7	30	CINTR	motor coach	First roofless observation bus, the <i>Columbia</i> , enters service. A second roofless touring bus, the <i>Losantiville</i> , begins service later.	"More Street Railway History in the Making." Cincinnati Street Railway <a href="#">The NEWS</a> , September-October, 1939, page 3
1939	8	6	CINTR	streetcar	Second observation car, the <i>Maketewah</i> , placed in service due to <i>Hiawatha's</i> success.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 8, page 519
1939	9	4	CINTR	streetcar	PCC car #1100 arrives from St. Louis Car Company. Last of the three sample streamlined streetcars.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 8, page 519
1939	11		CINTR	street ry	Blair Avenue car storage barn torn down.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 526
1939	12	3	CINTR	motor coach	Service resumes on route C-Westwood-Cheviot. Had been suspended July 30, 1932.	Gibson, <a href="#">Independent Bus Lines</a> , page 32
1939	12	12	CINTR	streetcar	Test period for streamlined cars ends; 26 new PCC cars ordered from St. Louis Car Company.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 8, page 511
1940			CINTR	street ry	New contract with union increases top pay for operators of one-man vehicles (streetcar, trolley bus, motor coach) to 81 cents per hour.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 531
1940	9	22	CINTR	streetcar	First of the 26 new cars from St. Louis Car begin to arrive.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 531
1940	10	1	CINTR	streetcar	New PCC cars put into service on route 21 Westwood, followed by route 69 Madisonville (October 25) and route 4 Kennedy Heights (November 1).	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 531

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1940	11	1	CINTR	street ry	New franchise put in place to extend for twenty-five years until 1965. Provides for coordination of the transportation system.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 531
1941	1	1	CINTR	motor coach	City Transit Co. and Mt. Washington Transportation Co. are merged into Cincinnati Street Railway.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 531
1941	1		CINTR	motor coach	Valley Bus Co. begins shuttle service to the Wright Aeronautical Corporation plant to connect with Valley bus and Lockland streetcar.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 533
1941	6	1	CINTR	streetcar	End of streetcar era on Fernbank line. Streetcars on route 30 Fernbank replaced by diesel buses. First diesel buses for Cincinnati Street Railway.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 8, page 441; volume 9, page 535
1941	8	9	CINTR	motor coach	Certificate of Dissolution of Mt. Washington Transportation Company filed.	"Mt. Washington Transportation Company." (CTHA files)
1941	12		CINTR	street ry	Following Pearl Harbor, Cincinnati Street Railway assures citizens that it is prepared to meet wartime needs and can bring 100 streetcars and 20 buses out of storage as needed.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 537
1942	1	7	CINTR	trolley bus	Ordinance passed authorizing replacement of streetcars by trolley buses on route 69 Madisonville.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 542
1942			CINTR	incline	Price Hill House (resort at top of Price Hill Incline) torn down.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 2, page 45
1942			CINTR	streetcar	Mariemont car line discontinued.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 538
1942	7	2	CINTR	streetcar	Because of wartime shortage of rubber, Office of Defense Transportation (ODT) orders laying of temporary rail, postponing conversion from streetcar to trolley bus on route 69. Streetcars continue on "temporary" track on Erie Avenue through war years.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 542
1942	8	20	CINTR	streetcar	Route 5 Norwood car line discontinued.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 538
1942	10		CINTR	motor coach	Fifteen new buses delivered to Cincinnati Street Railway but their operation limited to only 2000 miles per bus each month by US Government order.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 544
1942	12		CINTR	motor coach	Gas rationing brings about fifteen percent reduction in bus service.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 544
1943	1	30	CINTR	streetcar	Reconditioning completed of twenty-five 2200-series cars completed for one-man operation. Cars are renumbered as 400's.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 546
1943	2		CINTR	street ry	Number of passengers increases by more than 2,500,000 over February, 1942, an increase of nearly twenty-five percent.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 547
1943	2		CINTR	street ry	Most of increase in passenger traffic handled by streetcars and trolley buses as ODT orders gasoline bus mileage reduced another 15.5 percent.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 547
1943	3		CINTR	street ry	ODT (Office of Defense Transportation) "freezes" transit vehicles in their present state. Used equipment can no longer be bought or sold between companies.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 547

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1943			CINTR	incline	Price Hill Incline abandoned. Street Railway substitutes bus service from Eighth and State to top.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 2, pages 45-46
1943			CINTR	streetcar	Twenty-five additional cars rebuilt for one-man operation including some from the 2100-series which are renumbered as 300's.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 546
1943	9		CINTR	street ry	9,670,662 revenue passengers carried by Cincinnati Street Railway this month.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 548
1944			CINTR	street ry	Two-way radios are installed in supervisors' cars and service trucks.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 552
1944	12	16	CINTR	street ry	404,820 revenue passengers carried. An all-time one-day record for Cincinnati Street Railway.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 552
1945	2	20	CINTR	motor coach	Ten new GM buses, ordered in 1942, enter service.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 555
1945	3		CINTR	streetcar	High water causes rerouting of several streetcar lines. Newspapers print special "flood" schedules.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 555
1945	4		CINTR	trolley bus	ODT determines Cincinnati's transit system to be in good shape; therefore no new trolley buses could be purchased.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 555
1945	5	28	CINTR	streetcar	New loop at end of Kennedy Heights line completed for route 4 cars and shuttle buses to neighboring communities.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 556
1945	9	27	CINTR	streetcar	Crash on Vine Street Hill involving two streetcars and an auto leaves one dead and sixty injured. Auto explodes; both streetcars destroyed in flames. Accident called City's worst.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 557
1945			CINTR	street ry	Inventory of Street Railway rolling stock lists 433 streetcars, 34 trolley buses, and 261 gasoline buses in operation plus 33 additional gasoline buses out of service.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 556
1946			CINTR	street ry	Two-phase program started to obtain new vehicles. 147 motor coaches, 25 PCC cars, and 30 trolley buses ordered in first phase to replace worn-out equipment. 35 motor coaches and 75 trolley buses ordered in second phase to provide additional service.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 558
1946			CINTR	street ry	Two track rebuilding programs are started in the spring, one from the corporation line of Elmwood Place to 75th Street, the other a 6900-foot section on Vine Street Hill.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 558
1946	4	1	CINTR	street ry	Cincinnati Street Railway completes purchase of Valley Bus Company.	Gibson, <a href="#">Independent Bus Lines</a> , page 9
1946	12	15	CINTR	motor coach	Opening of Queen City Garage, Street Railway's only completely new motor coach garage.	Cincinnati Transit Historical Association <a href="#">Tracks &amp; Tires</a> , Sept/Oct, 2006, page 2
1947			CINTR	street ry	Trestle over Eden Park entrance abandoned. Streetcars replaced by buses through the Park via Mt. Adams Incline. Eden Park Arch razed.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 567
1947			CINTR	trolley bus	Seventy-five new trolley coaches delivered (45 Marmon-Herrington, 30 St. Louis).	Cincinnati Street Railway Roster
1947	6	12	CINTR	streetcar	Bogen Street Car House burns; thirteen streetcars saved.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 566

Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1947	7	6	CINTR	trolley bus	Trolley buses replace PCC cars on route 69 Madisonville.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 567
1947	8		CINTR	streetcar	The twenty-five new PCC cars on order from St. Louis Car Company begin arriving. Order completed by October.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 571
1947	8	17	CINTR	trolley bus	Routes 44 Highland Avenue and 53 Auburn Avenue converted to trolley bus operation.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 580
1947	9	14	CINTR	streetcar	Two-man cars replaced by one-man cars on route 55 Vine-Clifton.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 571
1947	9	28	CINTR	trolley bus	Streetcars on route 27 East End replaced by trolley buses.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 571
1947	10	26	CINTR	streetcar	Routes 78 Lockland and 74 Hartwell Junction converted from two-man to one-man operation. Lockland line receives new PCC cars.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 9, page 571
1948			CINTR	street ry	Morris Edwards becomes president of Cincinnati Street Railway, succeeding Walter Draper. Walter Draper named Chairman of the Board.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 585
1948	4	11	CINTR	trolley bus	Last two-man streetcar line, 31 Crosstown, converted to trolley coach operation.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 585
1948	4	15	CINTR	incline	Mt. Adams Incline closed for repairs. Never reopens.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 585
1948	6	6	CINTR	trolley bus	Route 16 Colerain Avenue converted to trolley coach.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 585
1948	6	27	CINTR	trolley bus	Route 17 College Hill converted to trolley coach.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 585
1948	12	25	CINTR	streetcar	Church group charters open touring car for singing Christmas carols.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 585
1949	1	1	CINTR	trolley bus	Trolley coaches replace streetcars on route 8 South Norwood.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 591
1949	1	1	CINTR	streetcar	Route 9 Vine-Norwood discontinued.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 591
1949	2	23	CINTR	streetcar	Route 2 Evanston discontinued.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 591
1949	3	6	CINTR	trolley bus	Rapid pace of conversion to rubber-tired vehicles continues. Route 60 Fairview combined with route 62 Ohio Avenue and changed to trolley coach. Ohio Avenue Car House closed; its routes changed to Brighton Division. Route 61 Clifton-Ludlow converted to trolley coach. Outer end of route 61 changed from Springlawn Avenue to Chase and Dane in Northside.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 591
1949	4	17	CINTR	trolley bus	Routes 47 Winton Place and 41 Chester Park changed from streetcar to trolley bus. Route 40 Avondale-Clinton Springs discontinued.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 591
1949	4	17	CINTR	motor coach	routes 49 Zoo-Gilbert and and the Mt. Adams bus (route 49B) are combined and operated as a motor coach route.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 591

Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1949	5		CINTR	streetcar	Insufficient rail left for operating rail tours by streetcar. The two open-air touring cars are burned.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 591
1949	5		CINTR	streetcar	Several 2200-series cars converted to sand and salt cars.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 591
1949	7	10	CINTR	streetcar	Route 78 Lockland streetcars begin to turn back to town at Millsdale Loop at Anthony Wayne Avenue. City of Lockland had requested removal of rails north of that point to allow for street paving program. Shuttle bus service put into place to provide service from Millsdale Loop to former end of Lockland car line.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 591
1949	7	24	CINTR	trolley bus	Three more streetcar to trolley coach conversions: route 4 Kennedy Heights, route 7 North Norwood and route 10 Vine-Woodburn.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 591
1949	7	24	CINTR	street ry	Major fire at Hewitt Avenue Car House. Seventeen curbeside streetcars destroyed.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, pages 603-604
1950	1	1	CINTR	streetcar	Beginning of Cincinnati Street Railway's last full year of streetcar operations. Streetcars still operating on ten routes.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 605
1950			CINTR	street ry	Plans made for final conversion from streetcar to rubber-tired vehicles. Orders placed with General Motors Coach and Mack Corp. for 95 new diesel buses and with Marmon-Herrington for 45 additional 48-passenger trolley buses.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 605
1950	6	18	CINTR	trolley bus	Route 68 Madison Road Delta Avenue changed from streetcar to trolley coach. Operates to downtown during rush hours only.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 605
1950	6	18	CINTR	motor coach	Streetcar route 70 Oakley eliminated. Additional service to area provided by motor coach route A-Mariemont.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 606
1950	7	23	CINTR	trolley bus	Route 46 Vine-Burnet, last streetcar line operated from Avondale Car House, changed to trolley coach operation.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 606
1950	8	17	CINTR	streetcar	Sale of 52 PCC cars cars to Toronto completed. St. Louis-built pre-war cars 1100-1126 and 1150-1174 all-electric cars are sold for approximately \$750,000.	"PCC Cars Sold to Toronto." Cincinnati Street Railway <a href="#">The NEWS</a> , July-August 1950, page 4
1950	10	8	CINTR	street ry	Hyde Park Division closes. Its operations transferred to Hewitt Avenue.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 612
1950	11	25	CINTR	street ry	Cincinnati hit by massive snowstorm. Major travel delays occur.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 614
1951	1	30	CINTR	street ry	Another crippling storm hits city causing overhead wire breaks.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 615
1951	3	25	CINTR	motor coach	Route 32 Elberon converted to motor coach. Route 35 Warsaw changed to trolley bus. Eighth Street Car House closes; route 32 Elberon operation transferred to Queen City Garage. 35 Warsaw and Eighth Street portion of 31 Crosstown operation moved to Brighton Division. Only five streetcar lines remain, operating from two car houses.	Wagner, <a href="#">Cincinnati Streetcars</a> , volume 10, page 616

Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1951	4	28	CINTR	streetcar	Vine Street Car House closes.	"Smooth Silence Reigns." Cincinnati Street Railway <u>The NEWS</u> , March-April-May, 1951, page 4
1951	4	29	CINTR	streetcar	Cincinnati's streetcar era ends. Streetcars are removed from the five remaining streetcar lines: 18 North Fairmount, 19 John Street, 21 Westwood-Cheviot, 55 Vine-Clifton, and 78 Lockland. Route 18 combines with motor coach route 49 Zoo-Eden Park, route C-Queen City motor coach route extended to cover outer portion of John Street line. Routes 21 and 55 converted to trolley bus; route 78 converted to motor coach.	Wagner, <u>Cincinnati Streetcars</u> , volume 10, pages 616, 620-621, 625, 629, 634
1951	5	13	CINTR	street ry	Avondale Car House closes; its trolley buses are removed. Division then becomes all motor coach.	"Smooth Silence Reigns." Cincinnati Street Railway <u>The NEWS</u> , March-April-May, 1951, page 4
1951	5	20	CINTR	motor coach	Norwood Garage closes; its operations moved to Avondale Division and Winton Yard.	"Smooth Silence Reigns." Cincinnati Street Railway <u>The NEWS</u> , March-April-May, 1951, page 4
1951	11	12	CINTR	streetcar	Beginning of shipments of the 100-type cars to Armco Steel Company in Middletown for scrapping following failed attempt to sell those cars to Philadelphia.	Wagner, <u>Cincinnati Streetcars</u> , volume 10, pages 636-637
1952			CINTR	incline	Mt. Adams Incline and its machinery scrapped after unsuccessful "Save the Incline" campaign.	Wagner, <u>Cincinnati Streetcars</u> , volume 10, page 584
1952	7	13	CINTR	motor coach	First reduction in use of trolley coaches occurs as route 16 Colerain Avenue is combined with route VA-Valley to form a new route, 16 Colerain-Lockland-Reading.	"One-Way" Changed Our Ways." Cincinnati Street Railway <u>The NEWS</u> , October, 1952, pages 5-6
1952	12	19	CINTR	transit co	Cincinnati Street Railway shareholders ratify adoption of new ordinance (#530-1952) and approve corporate name change to Cincinnati Transit Company as streetcars are no longer operated.	The Cincinnati Transit Company Annual Report 1952, page 4
1952	12	30	CINTR	transit co	Company accepts new franchise ordinance enacted by Cincinnati City Council on November 26, 1952.	The Cincinnati Transit Company Annual Report 1952, page 4
1953	1	1	CINTR	transit co	New operating franchise takes effect. Former Cincinnati Street Railway now operates as Cincinnati Transit. Fares are reduced.	The Cincinnati Transit Company Annual Report 1953, page 3
1953	7		CINTR	motor coach	Eighteen new General Motors "air-ride" coaches, nos. 301-318, added to Cincinnati Transit fleet.	Cincinnati Transit <u>The NEWS</u> , August, 1953, page 3
1953	12	16	CINTR	transit co	Morris Edwards resigns as president of Cincinnati Transit Company to become president of The Gruen Watch Company but remains as a director of Cincinnati Transit.	The Cincinnati Transit Company Annual Report 1953, page 13
1953			CINTR	transit co	Number of revenue passengers continues to decline. Total for year is 80,114,524 compared with 86,063,720 in 1952 and 92,064,461 in 1951. Decline in Cincinnati slightly less than national average.	The Cincinnati Transit Company Annual Report 1953, page 6
1954	1	1	CINTR	transit co	W.R. Kellogg, former Cincinnati City Manager, elected to succeed Morris Edwards as Company president.	The Cincinnati Transit Company Annual Report 1953, page 13

Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1954	12	27	CINTR	motor coach	First "Club Flyer" service makes its introduction in Mt. Lookout. Makes inbound trips during a.m rush hours and return trips in p.m. rush hours. Every "club" member guaranteed a seat on this new express service. American Airlines stewardesses assist with promotion.	Cincinnati Transit <u>The NEWS</u> , January, 1955, pages 3-5
1956	2	10	CINTR	transit co	John Paul Jones elected president of Cincinnati Transit succeeding W.R. Kellogg who passed away in January, 1956.	<u>Mass Transportation</u> , volume 52, number 5, May, 1956, page 41
1956	3	28	CINTR	transit co	Lloyd I. Miller elected Chairman of the Board of Cincinnati Transit. Board names Walter Draper Chairman Emeritus of the Board.	Cincinnati Transit General Order No. 63
1956	5	13	CINTR	motor coach	Ohio Bus Line takes over operation of route LV-Loveland. Route is extended to downtown Cincinnati via Plainville Road and Wooster Pike. Route KH-Kennedy Heights becomes route 3 and now has four separate branches: Kenwood-Madeira, Kennedy-Wyatt, Deer Park-West Dillonvale, and Deer Park-Montgomery.	Cincinnati Transit <u>The NEWS</u> , July, 1956, page 4
1956	10	22	CINTR	motor coach	Following the opening of Swifton Shopping Center, route 32 Bond Hill-Elberon is extended from Swifton Village to the heart of the Center, giving route 32 a new terminus.	Cincinnati Transit <u>The NEWS</u> , November, 1956, page 3
1956	12	30	CINTR	motor coach	Avondale Garage vacated by Cincinnati Transit, reducing number of operating divisions to four. Its motor coaches moved to Walnut Hills.	Cincinnati Transit <u>The NEWS</u> , March, 1957, page 7
1957	9	29	CINTR	motor coach	System reduced to three operating divisions as Queen City Division closes.	Cincinnati Transit <u>The NEWS</u> , December, 1957, page 7
1958	9	7	CINTR	motor coach	Route 47 Avondale-Winton Place service changed to include both Winton Place and Winton Terrace with trolley coach/motor coach combination. Shuttle route WT-Winton Terrace eliminated. Route F-Cumminsville-Oakley becomes route 71.	Cincinnati Transit <u>NEWS</u> , December, 1958, page 6
1958	10	19	CINTR	motor coach	Several route changes and combinations take place. Trolley bus routes 8 South Norwood and 15 Clark Street combine. Route 53 Mt. Auburn combines with route 55 Vine-Clifton, and route 44 Highland Avenue combines with route WH-East Walnut Hills. Route 78 Vine St.-Lockland service expands to include Springfield Pike and Anthony Wayne Avenue and is extended into Reading. Route 16 Colerain-Lockland-Reading terminates at Vine and Hillsdale.	Cincinnati Transit <u>NEWS</u> , December, 1958, page 6
1960	2		CINTR	motor coach	Cincinnati Transit receives forty-five new GM "Dreamliner" air-conditioned coaches.	Cincinnati Transit <u>NEWS</u> , February, 1960, page 1
1960	2	7	CINTR	motor coach	Route 27 East End is combined with route SC-South Cumminsville to form route 27 East End-South Cumminsville.	Cincinnati Transit <u>NEWS</u> , February, 1960, page 1
1960	3		CINTR	motor coach	Cincinnati Transit sells forty-one used buses. Forty sold to Memphis, one to Oshkosh, Wisconsin. Sales included nine GM and thirty-two Mack buses.	Cincinnati Transit <u>NEWS</u> , May, 1960, page 1
1960	4	17	CINTR	trolley bus	Route 61 extended to College Hill, replacing route 17. Route 61 designated College Hill-Clifton Avenue.	Cincinnati Transit <u>NEWS</u> , May, 1960, page 1
1961	2		CINTR	motor coach	Forty more new air-conditioned "Dreamliners" arrive. Trolley bus routes 8 South Norwood-Colerain and 35 Warsaw Avenue converted to motor coach.	Cincinnati Transit <u>NEWS</u> , February, 1961, page 1

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1961	8	6	CINTR	motor coach	Route D-Price Hill extended to serve Western Hills Plaza Shopping center. Route G-Cheviot Montana Avenue terminus changed from Ferguson Loop to Western Hills Plaza.	Cincinnati Transit <u>NEWS</u> , September, 1961, page 1
1961	12	3	CINTR	motor coach	Six former Ohio Bus Line routes along with thirty-five buses sold to Cincinnati Transit. New route numbers and names are 17 Mt. Healthy-Northbrook-Clovernook, 19 Bevis, 20 Greenhills-Tri-County, 22 College Hill-Brentwood, 28 Mariemont-Milford-Loveland, and 29 Coney Island-New Richmond.	Cincinnati Transit <u>NEWS</u> , April, 1962, page 2
1962	6		CINTR	motor coach	Thirty-five additional new air-conditioned coaches arrive. Cincinnati Transit now has 125 "Dreamliners," an investment of over \$4 million.	Cincinnati Transit <u>NEWS</u> , July, 1962, page 1
1962	6	17	CINTR	motor coach	Routes 21 Westwood and 31 Crosstown converted from trolley bus to motor coach operation.	Cincinnati Transit <u>NEWS</u> , July, 1962, page 1
1962	6	24	CINTR	motor coach	Beginning this date Cincinnati Transit operates with 100% air-conditioned buses on Sundays and holidays. Saturday service 65% air-conditioned. Trolley buses remain in garages on Sundays and holidays.	Cincinnati Transit <u>NEWS</u> , July, 1962, page 1
1962	11	11	CINTR	trolley bus	Route 61 service to College Hill ends. Resumes operation as 61 Clifton-Ludlow during rush hours only over its former route to Pullan Avenue Loop in Northside. Route 17 service now provided by air-conditioned coaches.	Cincinnati Transit <u>NEWS</u> , December, 1962, page 1
1963	2	18	CINTR	motor coach	Route 46 Vine-Burnet converted from trolley bus to motor coach operation.	Cincinnati Transit <u>NEWS</u> , April, 1963, page 1
1964	1	26	CINTR	motor coach	Winton Yard closes. Operations expanded at Brighton and Walnut Hills, the two remaining operating divisions. Brighton now has 231 buses, Walnut Hills 190.	Cincinnati Transit <u>NEWS</u> , April, 1964, page 2
1964	3	16	CINTR	motor coach	Start of "Freeway Flier" service on I-75 with thirty morning and forty evening trips. Seven routes are served.	Cincinnati Transit <u>NEWS</u> , April, 1964, page 1
1964	8		CINTR	motor coach	Twenty-five additional new Dreamliner coaches added to fleet, bringing Dreamliner total to 150.	Cincinnati Transit <u>NEWS</u> , August, 1964, page 1
1964	9	21	CINTR	motor coach	Motor coaches replace trolley buses on route 69 Madisonville.	Cincinnati Transit <u>NEWS</u> , December, 1964, page 3
1965			CINTR	motor coach	First municipal bus system in southwest Ohio established in Norwood with the design of four routes and the purchase of a single twenty-three passenger school bus.	Pence, "Norwood Has successful Two Bus System," pages 1-2 (CTHA files)
1965	5		CINTR	motor coach	Cincinnati Transit receives twenty more air-conditioned "new look" coaches. Routes 3 and 4 merge to become route 4. Route 4 is converted from trolley bus to motor coach operation.	Cincinnati Transit <u>NEWS</u> , April, 1965, page 1
1965	6	18	CINTR	motor coach	Cincinnati's last trolley bus line, 61 Clifton-Ludlow, converted to motor coach.	Wagner, <u>Cincinnati Streetcars</u> , volume 10, page 650
1966			CINTR	motor coach	Norwood's plan succeeds; a second bus is purchased.	Pence, "Norwood Has Successful Two Bus System," page 2 (CTHA files)

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1966	5		CINTR	motor coach	Ten new Dreamliner coaches added to fleet roster.	Cincinnati Transit <u>NEWS</u> , April, 1966, page 1
1967	2		CINTR	motor coach	Ten additional Dreamliners enter service, increasing Dreamliner fleet to 190.	Cincinnati Transit <u>NEWS</u> , April, 1967, page 1
1968			CINTR	transit co	Cincinnati Transit Company becomes a wholly owned subsidiary of American Controlled Industries, Inc. New franchise negotiated with City of Cincinnati extending operating rights for subsidiary, Cincinnati Transit, Inc.	ACI Inc. Annual Report 1968, page 2
1968			CINTR	transit co	Ohio Bus Line Company stock sold to shareholders of Cincinnati Transit, Inc.	<u>Metro Moments</u> July, 1978, page 8a
1968	10		CINTR	transit co	Formation of SORTA.	SORTA Operating Report, 1973-1974, page 10
1970	9		CINTR	transit co	Cincinnati Transit, Inc. sells Ohio Bus Line stock.	<u>Metro Moments</u> July, 1978, page 8a
1972			CINTR	motor coach	Norwood receives its first federal aid, an Urban Mass transportation grant for \$82,000. Two 29-passenger Twin coaches are purchased at a cost of \$26,000 each. Remainder of money used to construct bus garage. Original two buses with school bus bodies sold.	Pence, "Norwood Has Successful Two Bus System," page 3 (CTHA files)
1973	2		CINTR	transit co	Purchase agreement negotiated between the City of Cincinnati and Cincinnati Transit, Inc.	SORTA Operating Report, 1973-1974, page 3
1973	8	15	CINTR	transit co	American Controlled Industries, Inc. exits transit business to pursue opportunities in manufacturing and real estate. Cincinnati Transit, Inc. is sold to the City of Cincinnati; first day of public ownership of the transit system. System is renamed Queen City Metro. Edward Harvey then named Metro's first general manager. Serves until August, 1978.	ACI Inc. Annual Report 1973, page 3; SORTA Operating Report 1973-1974, page 10
1973	10	8	CINTR	motor coach	Metro's "Downtown" shuttle service begins operation.	SORTA Operating Report 1973-1974, page 12
1973	10	15	CINTR	motor coach	Metro introduces "Sun Run" service.	SORTA Operating Report 1973-1974, page 12
1974			CINTR	motor coach	Metro takes delivery of 170 new Flixible coaches, renumbered and operated as nos. 700-869.	James Rodecker files
1975			CINTR	motor coach	Metro introduces "School Passes" for students in grades 1-12 throughout the Cincinnati School District.	SORTA Report 1975, page 8
1975			CINTR	motor coach	Service extended and/or increased on thirty-seven routes. Three new routes are added: Delhi Rapid Run, Madisonville Sun Run, Lexington Heights-Daly Road.	SORTA Report 1975, page 8
1975	10		CINTR	motor coach	Metro's "Fare Deal" program introduced to provide reduced fare to handicapped passengers and to those sixty-five years and over.	SORTA/Queen City Metro Annual Report 1976, page 11
1977			CINTR	motor coach	Metro begins lift-equipped ACCESS van service to provide transportation for qualifying elderly and handicapped passengers.	SORTA Annual Report 1977, page 4
1977			CINTR	motor coach	Metro accepts delivery of 124 new American Motors General coaches, nos. 870-993.	SORTA Annual Report 1977, page 4

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1977	4		CINTR	motor coach	Routes 29 (New Richmond) and 71 (Cumminsville-Oakley) eliminated.	SORTA Annual Report 1977, page 6
1977	9		CINTR	motor coach	Old Railway Express Agency building and adjoining train platforms torn down to clear future site for new Queensgate West complex.	<u>Metro Moments</u> July, 1978, page 3
1977	9	4	CINTR	motor coach	Opening of Mitchell Division, Metro's third operating division. First division to be opened in over twenty years.	<u>Metro Moments</u> November, 1977, page 1
1978			CINTR	motor coach	Metro ridership reaches 32.7 million.	SORTA Annual Report 1978, page 2
1978	9	18	CINTR	transit co	Albert Meinze appointed general manager of Queen City Metro succeeding Edward Harvey, who had held the position through August, 1978.	SORTA Annual Report 1978, page 2
1978	12		CINTR	motor coach	Metro begins using renovated Government Square with eight lanes for passenger loading/unloading.	SORTA Annual Report 1978, page 5
1979	11	9	CINTR	motor coach	End of operations at Brighton Division.	James Rodecker files
1979	11	10	CINTR	motor coach	Opening of Queensgate Garage.	James Rodecker files
1980			CINTR	motor coach	Metro's ACCESS service is expanded from seventeen to twenty-six Cincinnati communities. Weekend service added.	SORTA Annual Report 1979-1980, page 4
1980	6		CINTR	transit co	Queensgate Maintenance Center opens. End of maintenance operations at Winton Shops.	Cincinnati Transit Historical Association <u>Newsletter</u> , June, 1983, page 5
1981	6	6	CINTR	transit co	Closing of Mitchell Division.	Queen City Metro files/Tom McNamara
1981	6		CINTR	transit co	Metro introduces Metrocard, a pre-paid fare card (monthly pass).	SORTA Annual Report 1981, page 3
1981	7	5	CINTR	transit co	Fare increase enacted following voter rejection in both 1979 and 1980 of proposed one percent sales tax increase.	SORTA Annual Report 1981, page 5
1981			CINTR	motor coach	Metro takes delivery of its first new Grumman Flexible coaches (101-187 series).	Queen City Metro/SORTA publication/James Rodecker files
1981	8		CINTR	transit co	Anthony Kouneski succeeds Albert Meinze as Metro general manager.	Queen City Metro/SORTA publication
1982	9	3	CINTR	motor coach	Service ends on rush hour-only route #60 Fairview.	Cincinnati Transit Historical Association <u>Newsletter</u> , October, 1982, page 3
1983	8	15	CINTR	motor coach	Metro starts route #23, Tri-County Sun Run.	Cincinnati Transit Historical Association <u>Newsletter</u> , August, 1983, page 3
1984	1	4	CINTR	transit co	120-day purchase option taken by SORTA on the old Inmont Ink Factory at 4700 Paddock Road, future site of new Bond Hill Division.	<u>Metro Moments</u> 1987, volume 1, page 3

## Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
1984	3	21	CINTR	transit co	Purchase of site at 4700 Paddock Road approved by Cincinnati City Council.	<u>Metro Moments</u> 1987, volume 1, page 3
1985	5	1	CINTR	transit co	Groundbreaking ceremonies for Bond Hill Division complex.	<u>Metro Moments</u> 1987, volume 1, page 3
1986	12	4	CINTR	motor coach	Last day of operations at Walnut Hills Division.	James Rodecker files
1986	12	5	CINTR	transit co	New Bond Hill Division complex opens for occupancy.	<u>Metro Moments</u> 1987, volume 1, page 1
1987			CINTR	transit co	Michael Setzer becomes Metro general manager, succeeding Anthony Kouneski.	Queen City Metro files/Sallie Hilvers
1987			CINTR	motor coach	Reconditioned former New York City Grumman Flxible coaches added to Metro roster. Coaches are numbered 201-327.	James Rodecker files
1988			CINTR	motor coach	Metro retires AM General coaches.	Queen City Metro files/Sallie Hilvers
1989			CINTR	motor coach	Metro receives one hundred new Neoplan coaches (nos. 400-499).	James Rodecker files
1990			CINTR	motor coach	Sixty-four additional new Neoplan coaches, nos. 500-563, added to Metro's fleet.	James Rodecker files
1992			CINTR	motor coach	Twenty Grumman Flxible coaches are outfitted with wheelchair lifts and assigned numbers in the 600 series. Coaches are assigned to Bond Hill Division and are operated on routes 43, 46 and 51.	James Rodecker files
1993			CINTR	motor coach	Paul Jablonski succeeds Michael Setzer as Metro's general manager. Serves until January, 2004.	Queen City Metro files/Sallie Hilvers
1995			CINTR	motor coach	Metro receives its first new Gillig coaches, nos. 700-724.	James Rodecker files
1996			CINTR	motor coach	Metro takes delivery of second group of Gillig coaches (nos. 725-787).	James Rodecker files
1997			CINTR	motor coach	Metro adds more new Gilligs to roster: nos. 788-846.	James Rodecker files
1997			CINTR	motor coach	Metro operates its last Flxible coach in the 100 series (no. 140).	James Rodecker files
1998			CINTR	motor coach	Metro places new Gillig coaches 847-893 in service.	James Rodecker files
1999			CINTR	motor coach	Additional Gilligs added by Metro, nos. 894-911.	James Rodecker files
2000			CINTR	motor coach	Gillig coaches 912-923 added to Metro roster.	James Rodecker files
2001			CINTR	motor coach	Gillig coaches 924-974 placed in service.	James Rodecker files
2001	10	19	CINTR	motor coach	Metro's last Grumman Flxible coach, no. 325, retired from service.	James Rodecker files
2002			CINTR	motor coach	Thirty-eight new Gillig coaches placed in service and renumbered to operate as nos. 2100-2137.	James Rodecker files
2004	1		CINTR	transit co	Michael Brown begins six-month term as interim general manager at Queen City Metro.	Queen City Metro files/Sallie Hilvers
2004			CINTR	motor coach	Metro takes delivery of twenty-three additional new Gillig coaches, nos. 4000-4022.	Queen City Metro roster/Tom McNamara
2004	7	1	CINTR	transit co	Michael Setzer returns as Metro's general manager. Had held position 1987-1993.	<u>Metro People</u> volume 11, issue 1, 2004, page 1

Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
2004			CINTR	transit co	<p>Metro's route system undergoes major revisions. Numerous changes implemented:</p> <ol style="list-style-type: none"> <li>1) Route #1 service extended to Zoo via Mt. Adams as west side operations of route #1 and east side operations of route #49 are combined.</li> <li>2) Route #4 Madeira replaced by route #2X Madeira Express.</li> <li>3) Route #3X Montgomery Sun Run replaces route #3 Montgomery.</li> <li>4) Route #4 express service discontinued. All route #4 service becomes local.</li> <li>5) Route #6 Bridgetown and Cheviot Loops discontinued.</li> <li>6) Route #10 and route #32 combine as single route. Route #32 service on Foley Road discontinued.</li> <li>7) Route #11 service to Mariemont discontinued. Mariemont service shifts to route #69.</li> <li>8) Route #12X Madisonville Express added.</li> <li>9) Route #15X Clovernook-Mt. Healthy Express added.</li> <li>10) Route #16 extended to College Hill and Mt. Healthy.</li> <li>11) Express service on route #17 cancelled. Route #17 Cedar Loop discontinued.</li> <li>12) Route #18 renamed Northgate. Firshade Loop discontinued.</li> <li>13) Route #19 renamed Colerain Avenue. Seven Hills express service discontinued.</li> <li>14) Route #21 renamed Harrison Avenue. Service is extended to Western Hills Plaza. Cheviot Loop discontinued.</li> <li>15) Route #24 rerouted via Mt. Auburn and extended to Anderson Park and Ride.</li> <li>16) Route #25 Mt. Lookout Sun Run added.</li> <li>17) Route #26 Amelia discontinued.</li> <li>18) Terrace Park Loop on route #28 eliminated.</li> <li>19) Route #29 Mt. Washington-University of Cincinnati discontinued.</li> <li>20) Route #30 service extended eastward to Eight Mile Road.</li> <li>21) Route #31 service extended to Evanston.</li> <li>22) Route #33 service on Gilsey eliminated. Bridgetown Loop changed.</li> <li>23) Route #39 renamed Western Hills-Uptown and rerouted to Western Hills Plaza via Mt. Auburn and Clifton. Cheviot Loop eliminated.</li> <li>24) New route #41 Northgate-Oakley-Crosstown added.</li> <li>25) Route #43 Reading Road express service cancelled.</li> <li>26) Route #44 Roselawn express service added.</li> <li>27) Route #46 St. Bernard service and Dury Avenue Loop discontinued.</li> </ol>	<p>Metro People volume 11, issue 1, 2004, page 1; Queen City Metro schedules; James Rodecker files</p>

Transit Timeline

Year	Month	Day	Prime Timeline		Information	Data source
					28) Route #47 extended to Este Avenue Loop.	
					29) Route #51 rerouted via Jefferson Avenue and extended to Center of Cincinnati near Madison and Ridge.	
					30) Route #53 Auburn-Clifton eliminated.	
					31) Route #56 Golf Manor eliminated.	
					32) East side segment of route #64 discontinued. Route renamed #64 Westwood.	
					33) Route #70 Rainbow Sun Run (to and from Mt. Washington) discontinued.	
					34) Route #75 provides additional service to Uptown area and in Anderson Township.	
					35) Route #76 Lockland Express added.	
					36) Neeb Road Loop eliminated on route #77 Delhi Sun Run.	
					37) Route #78 loses express service and GE service.	
					38) Route #79 Downtowner discontinued.	
					39) Route #80 Madisonville Sun Run discontinued.	
2006	2	28	CINTR	transit co	Metro operator Russ Vickrey retires. Last operator on seniority list to drive a trolley coach in Cincinnati.	Howard, "Metro's Russ Vickrey," page B1
2006	7		CINTR	motor coach	Metro sells ten Neoplan coaches at auction.	Cincinnati Transit Historical Association <i>Tracks &amp; Tires</i> , September/October, 2006, page 8
2006	8		CINTR	motor coach	Phaseout of Neoplan coaches continues as ten additional Neoplans sold at auction.	Cincinnati Transit Historical Association <i>Tracks &amp; Tires</i> , September/October, 2006, page 8
2006	8		CINTR	motor coach	Metro receives forty new "low floor" Gillig coaches, nos. 6000-6039.	Cincinnati Transit Historical Association <i>Tracks &amp; Tires</i> , September/October, 2006, page 8
2006	8	18	CINTR	motor coach	Last Neoplan coaches to operate at Bond Hill Division.	James Rodecker files
2006	8	18	CINTR	motor coach	New downtown Government Square transit hub dedicated during grand opening ceremony.	"New Bus Stop," <i>Downtowner</i> , August 15, 2006, pages 1, 20
2006	8	20	CINTR	motor coach	New Government Square hub opens for business.	"New Bus Stop," <i>Downtowner</i> , August 15, 2006 pages 1, 20
2006	8	20	CINTR		First new Metro Gillig "low floor" coach to enter revenue service and sporting new Metro logo and colors is no. 6018 on route #1.	Cincinnati Transit Historical Association <i>Tracks &amp; Tires</i> , Sept/Oct 2006, pages 7-8