



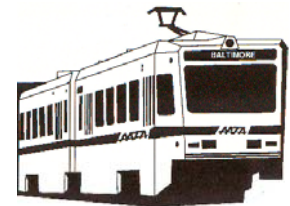
# LIGHT RAIL'S TIME LINE HISTORY

- 1961** – The Metropolitan Transit Authority was created to regulate public transit. (*Chapter 670, Acts of 1961*)
- 1962** – All control and authority that the Public Service Commission held over the Baltimore Transit Company was transferred to the newly created agency on January 1, 1962.
- 1964** – A study was contracted by the Metropolitan Transit Authority over a combined Bus, Light Rail and Subway System versus an all Bus System
- 1969** – (*Chapter 160 of the A.C. of Md., Article 64B*) Outlining the Metropolitan Transit Authority as an agency that will be responsible for acquiring and operating a regional Transit System.
- 1969** - Announcement was made that MTA would purchase the BTC on September 29, 1969.
- 1970** – The Metropolitan Transit Authority took over the Baltimore Transit Company on April 30, 1970.
- 1970** – Walter Addison becomes the first MTA Administrator.
- 1971** – The Mass Transit Administration was created. (*Chapter 526, Acts of 1970*)
- 1979** – L. A. "Kim" Kimball becomes the second MTA Administrator.
- 1980** – Planning for the Light Rail System started with the North Corridor Transit Study.
- 1981** - David A. Wagner becomes the third MTA Administrator.
- 1984** - Ron Hartman becomes fourth MTA Administrator.
- 1986** - Logo changes from "Flying T" to new italic MTA Logo.
- 1987** - Governor William Donald Schaefer announced plans to build a Light Rail System connecting Anne Arundel and Baltimore Counties on December 19, 1987.
- 1988** - Governor William Donald Schaefer signs bill to allow the State to start the construction of the Central Light Rail Line on May 2, 1988.
- 1988** - A final design for the Light Rail Cars was awarded to ABB Traction, Inc. of Lawrenceville, NJ.
- 1988** - Light Rail Construction Begins.
- 1988** - Baltimore County and MTA sign an agreement for the construction of the Central Light Rail Line through the county on August 24, 1988.
- 1989** - Maryland House of Delegates passed a bill that approved the funding for the Central Light Rail System on January 27, 1989.
- 1989** - Maryland Senate passed a bill that approved the funding for the Central Light Rail System on March 6, 1989.
- 1989** – Anne Arundel County and MTA sign an agreement for the construction of the Central Light Rail Line through the county on May 01, 1989.
- 1989** - Groundbreaking Ceremony held on Lexington Mall on May 15, 1989.
- 1989** - Governor Schaefer selects Linthicum Stop location on August 28, 1989.

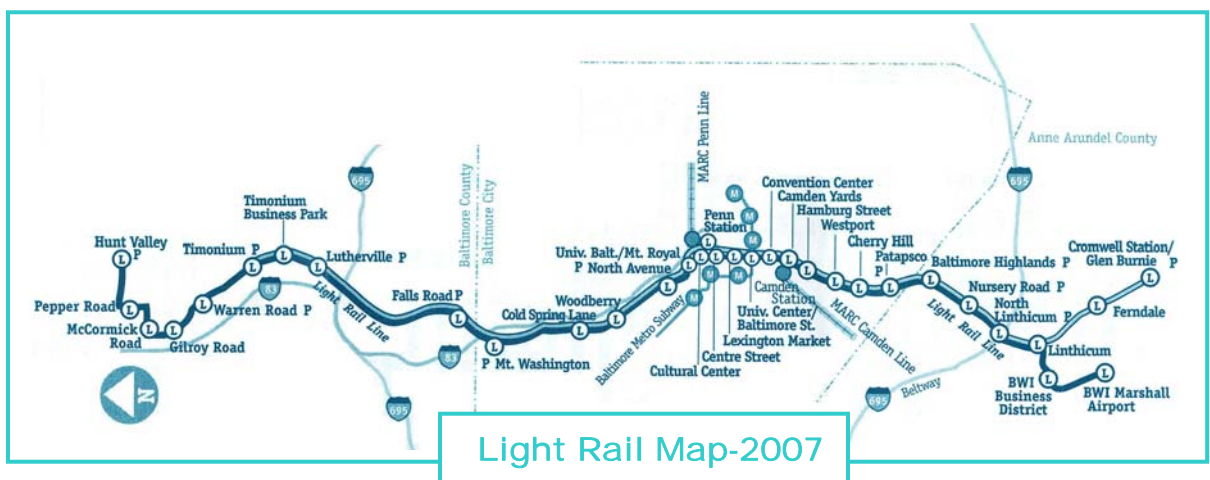
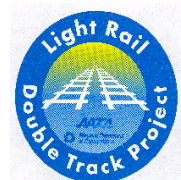
**BTC**



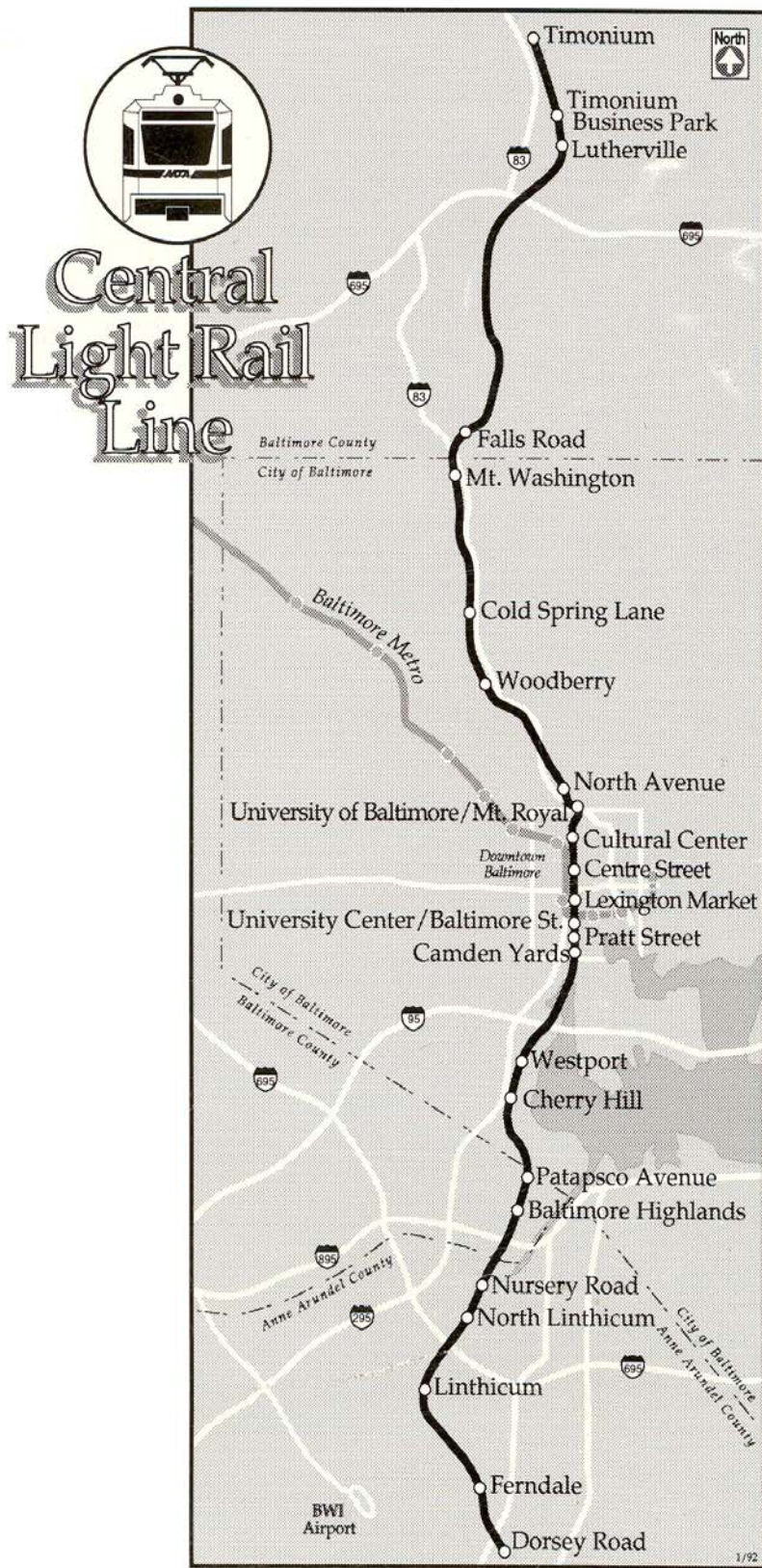
- 1990** - Consolidated Rail Corporation sells a portion of the old Northern Central Railroad Right-of-way from Baltimore to Cockeysville to the MTA on May 1, 1990.
- 1990** - Dick Enterprises, Inc. of Pittsburgh started clearing the right-of-way of the former Northern Central Railroad in mid May 1990.
- 1990** - Herzog Contracting Corporation of St. Joseph Missouri started construction of the Light Rail System between Mt. Royal and Camden Yards (Central Business District) on May 29, 1990.
- 1990** - Baltimore City and the MTA sign an agreement for the construction of the Light Rail Transit System down Howard Street on June 27, 1990.
- 1990** - MTA officials unveiled the first light rail car body that arrived in the Port of Baltimore from Denmark on July 2, 1990.
- 1990** - McLean Contracting Company drove the first pile for the Light Rail Bridge spanning the Middle Branch of the Patapsco River on July 1990.
- 1990** - Dick Enterprises, Inc. of Pittsburgh began construction on the 96,930 sq. ft./ two level Light Rail Maintenance Shop located at North Ave. in mid August of 1990.
- 1990** - Corman Construction Inc. of Baltimore was awarded a contract by the MTA to build 17 light rail stations in Baltimore City and Baltimore County.
- 1991** - The First pre-fabricated traction power substation for the Central Light Rail Line was installed at North Ave. on February 13, 1991.
- 1991** - "Construction set to begin in Anne Arundel" - MTA purchased a little over 5 miles of the old Baltimore & Annapolis Railroad right-of-way on May 10, 1991.
- 1991** - The First Light Rail vehicle, Car No. 5001 arrived in Baltimore on July 23, 1991. Five weeks later the new car was rolled onto the mainline track to undergo a battery of performance tests.
- 1991** - Lane Construction Company of Meriden, Connecticut was awarded the contract to build that section of the Light Rail from Louisiana Ave. in Baltimore County to Dorsey Road in Anne Arundel County on August 14, 1991.
- 1991** - Car No. 5001 being pulled by Unimog tractor travels down Howard Street for the first time on October 6, 1991.
- 1991** - Car No. 5002 arrived in Baltimore on October 9, 1991.
- 1991** - Governor William Donald Schaefer boarded the Light Car at Woodberry and took his first light rail trip on November 20, 1991.
- 1991** - The public first formal look at Car No. 5002 occurred when it was hauled down to Lexington and Howard Street by a tractor and placed on display on November 29, 1991.
- 1992** - The first non-revenue trip between Timonium and Camden Yards took place on January 11, 1992.
- 1992** - Central Light Rail opened on April 3, 1992 between Timonium and Camden Yards.
- 1992** - Grand Opening Ceremony was held on May 12, 1992 at Cultural Center.
- 1992** - Community Opening Ceremony was held at the Lutherville stop on May 13, 1992.
- 1992** - Ceremonial Opening of the Centre Street and Lexington Market Stops was held on May 15, 1992.
- 1992** - First Light Rail Train Schedule became effective May 17, 1992.
- 1992** - MTA opens three new stops, Westport, Cherry Hill and Patapsco Avenue on August 30, 1992.
- 1993** - John Agro becomes fifth MTA Administrator.



- 1993** - MTA opens four new stops, Baltimore Highlands, Nursery Road, North Linthicum and Linthicum on April 2, 1993.
- 1993** - Car No. 5035 arrived in Baltimore on May 13, 1993: completing the original fleet of 35 Light Rail vehicles.
- 1993** - MTA opens two new stops, Ferndale and Cromwell Station on June 20, 1993: completing 22.5 miles Light Rail System.
- 1995** - Construction on three new extensions (Hunt Valley, Penn Station and BWI) to the Central Light Rail Line began on July 10, 1995.
- 1997** - Ron Freeland becomes sixth MTA Administrator.
- 1997** - Car No. 5036 arrived in Baltimore on July 25, 1997: the first car of a fleet of 18 additional Light Rail vehicles.
- 1997** - Hunt Valley Light Rail Extension opens on September 9, 1997.
- 1997** - Penn Station and BWI Light Rail Extensions open on December 6, 1997.
- 1998** - Car No. 5053 arrived in Baltimore on November 25, 1998: the last car completing the Fleet of 18 additional Light Rail vehicles.
- 2001** - Virginia White appointed MTA Acting Administrator.
- 2001** - Agency renamed the Maryland Transit Administration. (*Chapter 730, Acts of 2001*)
- 2001** - MTA Logo changed to 3-colors to better reflect the statewide service it provides.
- 2002** - Robert Smith becomes seventh MTA Administrator.
- 2002** - MTA hosts APTA national convention.
- 2003** - Clark Construction Company starts the double track project from Linthicum to Cromwell including the BWI Spur on August 19, 2003.
- 2004** - Lisa Dickerson becomes eighth MTA Administrator.
- 2004** - MTA unveils a new Light Rail Double Track web page: [www.mtadoubletrack.com](http://www.mtadoubletrack.com) on April 3, 2004.
- 2004** - Double Tracking from Camden Yards to North Linthicum was completed and opened for service on June 27, 2004.
- 2005** - MTA shut down light rail line from North Ave. to Hunt Valley on January 2, 2005.
- 2005** - Testing of the double tracked sections of the Light Rail Line between North Ave. and Timonium Stops begins on October 19, 2005.
- 2005** - Light Rail double tracking completed from North Avenue to Timonium and open for service on December 04, 2005.
- 2006** - Light Rail Double tracking completed with service from Timonium to Hunt Valley on February 26, 2006.
- 2007** - Paul J. Wiedefeld becomes ninth MTA Administrator.



Light Rail Map-2007



LIGHT RAIL MAP-1992

*History compiled by Robert L. Williams*