



## TfL Corporate Archives Research Guides

### Research Guide No 4: Key Dates in the History of London Transport

The following dates and events have been extracted from London Transport Diaries and other information in the Archives.

Date	Event
1829	First horse drawn bus service, operated by George Shillibeer, between Paddington and the Bank, via the Angel. Bus had 22 seats, was drawn by three horses
1831	First mechanical bus. Hancock's steam carriage ran Stratford to London
1832	Stage Carriages Act – introduction of licences for buses
1836	First steam railway in London, from Tooley Street (London Bridge) to Deptford, opened by the London & Greenwich Railway
1838	Introduction of drivers' and conductors' licences
1840	First era of steam buses ended
1843	Opening of the Thames Tunnel, now used by the East London Line. Used only by pedestrians until the 1860's
1850	Horse buses with roof seats – the 'knifeboard' type – started to run in London
1851	Thomas Tilling started running horse-buses from Peckham
1855	London General Omnibus Company Ltd, formed in Paris as Compagnie des Omnibus de Londres, it was reregistered as an English Company in 1858. Its object was to purchase and operate the horse buses of London, owned for the most part by small scale proprietors. Operation began in 1856
1861-1862	First horse tramways, built by George Francis Train, an American, opened in London, but were unsuccessful and soon removed. The first was along the Bayswater Road from Marble Arch to Porchester Terrace
10/01/1863	First part of the Metropolitan Railway opened, from Paddington (Bishop's Road) to Farringdon Street (now Farringdon). It was built as a mixed gauge line and for the first few months was worked by the Greater Western Railway with broad gauge stock
13/06/1864	Hammersmith and City Line opened

Date	Event
1865	East London Railway formed and it purchased the Thames Tunnel to form part of an underground rail link between the Great Eastern Railway at Liverpool Street and the South Eastern Railway and the London Brighton South Coast Railway at New Cross
29/06/1865	First sod of Metropolitan District Railway cut at Kensington
12/12/1865	Metropolitan Railway extension to Moorgate Street opened
1866	Opening of widened lines from Farringdon Street to Aldersgate Street and on to Moorgate Street
1868	Opening of widened lines from Farringdon Street to King's Cross
01/04/1868	St John's Wood Railway opened Baker Street to Swiss Cottage
23/09/1868	Aylesbury and Buckingham Railway (Aylesbury-Quinton Road-Verney Junction) opened
01/10/1868	Opening of the first section of the Metropolitan District Railway from High Street Kensington to Gloucester Road
24/12/1868	Metropolitan District Railway (MDR) opened Gloucester Road to Westminster. Originally worked by Metropolitan Railway
12/04/1869	Extension of District Railway to West Brompton
06/12/1869	First part of the East London Railway opened between Wapping and New Cross and New Cross Gate making use of the Thames Tunnel. At first operated by the London, Brighton and South Coast Railway Company
1870	Opening of first tube tunnel, from Tower to Bermondsey. At first used by cable cars, then converted to a pedestrian footway. Now used as a conduit for water pipes
1870	Opening of first horse tramways in London to be authorised by Parliament: Bow Church to Whitechapel Church, and Brixton Station to The Horns, Kennington
1870	Tramways Act passed, which among other things empowered local authorities to permit the working of tramways within their areas with an option to purchase after 21 years. This led to a spate of new tramway schemes
30/05/1870	Metropolitan District Railway opened to Blackfriars Bridge
01/04/1871	Brill branch opened, as Wotton Tramway, between Quinton Road and Wotton
03/07/1871	Metropolitan District Railway opened to Mansion House
03/07/1871	Metropolitan District Railway began to operate on its own undertaking
01/02/1872	Metropolitan District Railway opened connection with London and North Western line via Addison Road
01/04/1872	Brill branch extended to Brill
01/08/1872	Metropolitan District Railway opened connection with Great Western system via Addison Road
1873	Steam traction tried out on London Tramways' line in Vauxhall Bridge Road
1874	Extension of District Railway to Hammersmith
30/06/1874	Act vested Hammersmith Extension Railway in Metropolitan District Railway from date of completion
09/09/1874	Metropolitan District Railway opened Hammersmith Extension (Earls Court to Hammersmith)
01/02/1875	Metropolitan Railway extended from Moorgate Street to Liverpool Street (Great Eastern Railway)

Date	Event
12/07/1875	Metropolitan Railway extended to Bishopsgate (Metropolitan Railway)
11/08/1875	Act gave the Metropolitan District Railway running powers from Hammersmith to Richmond. The same Act authorised the connecting link between Hammersmith and Studland Road Junction ( re Metropolitan and South Western Junction Railway)
10/04/1876	East London Railway extended Wapping to Shoreditch with through trains to Liverpool Street (Great Eastern Railway)
18/11/1876	Metropolitan Railway extended to Aldgate
1877	Steam trams tried out on North Metropolitan Tramways' line between Stratford and Leytonstone
01/06/1877	Metropolitan District Railway opened Hammersmith to Ravenscourt Park, enabling a connection with London & South Western Railway. The District Railway thereby ran trains to Richmond from this date over London and South Western Railway tracks
01/07/1879	Metropolitan District Railway opened Turnham Green to Ealing
11/08/1879	Metropolitan Inner Circle Completion Company (MDR with Metropolitan Railway)
24/11/1879	Metropolitan and St John's Wood Railway extended from Swiss Cottage to West Hampstead and Willesden Green
01/03/1880	Metropolitan District Railway opened Fulham Extension (to Putney Bridge)
02/08/1880	Metropolitan and St John's Wood Railway extended to Harrow on the Hill
1881	Beginning of horse bus operation by the London Road Car Company (incorporated in 1880 as the London and District Omnibus Company). This company became the second largest horse bus company in London, and introduced garden seats and tickets on buses
18/08/1882	Act dissolved the Kingston & London Railway Company and the authorised line (Fulham - Kingston ) was placed under the management of a joint committee of the London and South Western Railway (LSWR) and the Metropolitan District Railway with offices at Waterloo Station
25/09/1882	Extension of Metropolitan Railway from Aldgate to Tower
1883	Electric battery trams introduced
01/03/1883	Metropolitan District Railway opened connection with the Great Western Railway at Ealing
01/05/1883	Metropolitan District Railway opened the Hounslow & Metropolitan Railway - worked by the District Railway - (Mill Hill Park to Hounslow Town)
1884	Steam trams tried at Croydon
1884	Cable operated Highgate Hill tramway opened – the first cable tramway in Europe (not in use 1892-1897)
21/07/1884	Metropolitan District Railway opened the Hounslow Barracks extension of the Hounslow & Metropolitan Railway
06/10/1884	Completion and opening of the Inner Circle, Tower to Mansion House, built and operated jointly by the Metropolitan and Metropolitan District companies

Date	Event
06/10/1884	Metropolitan District Railway opened Whitechapel extension and connection at St Mary's to East London Railway
06/10/1884	Metropolitan District Railway opened connections with East London Railway. Trains ran to New Cross – London Brighton & South Coast Railway - via Thames Tunnel
13/10/1884	Tower station closed and replaced by new station at Mark Lane
1885	North London Tramways lines between Stamford Hill and Ponders End and Finsbury Park steam operated
1885	North Metropolitan Tramways Company experimented with a battery operated electric car on the Barking Road
25/05/1885	Metropolitan Railway extended to Pinner
25/06/1886	London & South Western Railway Act abandoned the line from Wimbledon and Putney
01/09/1887	Metropolitan Railway extended to Rickmansworth
1888	Electric battery trams withdrawn
1889	Electric battery omnibus licensed (not used in public service due to the number of recharging points necessary)
03/06/1889	Metropolitan District Railway running powers for the newly opened Putney Bridge to Wimbledon line granted by London & South Western Railway
03/06/1889	The new line between Wimbledon and Putney was opened and the whole of the Hounslow & Metropolitan Railway vested in the London & South Western Railway subject to running powers to the Metropolitan District Railway
08/07/1889	Metropolitan Railway extended to Chesham
18/12/1890	Opening of first section of City and South London Railway, King William Street to Stockwell – the first electric tube railway in the world. Electric locomotives were 4 wheeled and carriages had only small slits for windows
1891	Last steam trams withdrawn – Finsbury Park/Wood Green area
01/07/1891	Aylesbury and Buckingham Railway taken over by Metropolitan Railway
1892	Kennington Gate to Streatham tramway service operated by cable
01/09/1892	Metropolitan Railway extended to Aylesbury
1893	Bell Punch tickets introduced by London General Omnibus Company (initially introduced experimentally in 1891)
1894	Wotton Tramway renamed Oxford and Aylesbury Tramroad
1895	London County Council purchased a small section of the London Street Tramways Company's horse tramways (under the provision of the Tramways Act of 1870) thus inaugurating the process whereby the majority of the tramway undertakings came under municipal control
1898	Waterloo and City Railway opened, an electrically operated tube between Waterloo station and Bank
by 1899	Metropolitan District Railway running powers over South Kensington to Aldgate agreed with Metropolitan Railway
by 1899	Metropolitan District Railway running powers over Studland Road Junction to Richmond agreed with London & South Western
1899	First (short lived) motor bus service in London from Kennington to Victoria, operated by the Motor Traction Company Limited
1899	First all night trams

Date	Event
01/12/1899	Oxford and Aylesbury Tramroad (Quainton Road-Brill) worked by Metropolitan Railway
26/02/1900	Opening of City & South London Railway extension to Moorgate
21/05/1900	Experimental electric service between Earl's Court and High Street Kensington started by District Railway. Withdrawn 6 November
04/06/1900	Opening of City & South London Railway extension to Clapham Common
01/07/1900	Opening of the first section of the Central London Railway from Shepherd's Bush to Bank (The "Twopenny Tube")
by 1901	Metropolitan District Railway running powers over from Putney Bridge Junction to Wimbledon agreed with London & South Western
1901	Metropolitan District Electric Traction Company formed by Charles Tyson Yerkes, an American, to electrify the District Railway and to build Lots Road Power Station
1901	Opening of first electric tramways in the London area by the London United Tramways Company, using the overhead supply system (followed by the municipal tramways of East Ham and Croydon)
17/11/1901	Opening of City & South London Railway extension to Angel
1902	Incorporation of the Underground Electric Railways Company of London Ltd., which took over the Metropolitan District Electric Traction Company
1902	London Road Car Company's experiments inaugurated second era of steam buses
02/06/1902	Metropolitan District Railway opened connection with Whitechapel & Bow Railway and London, Tilbury & Southend Railway
1903	London County Council introduced its first electrified tram route (Westminster to Tooting). This was the first conduit line operated in London
1903	Appointment of the Royal Commission on London Traffic, the first inquiry into all aspects of traffic in London. The report was issued in 1905
23/06/1903	Metropolitan District Railway opened South Harrow Line, between Hanger Lane Junction and Park Royal
28/06/1903	Metropolitan District Railway opened South London Line extension from Park Royal and South Harrow
21/07/1903	Metropolitan District Railway absorbed Hounslow & Metropolitan Railway
1904	London General Omnibus Company inaugurated its first (short lived) mechanical bus service, using a steam bus
01/01/1904	Opening of the Metropolitan line Harrow on the Hill to Uxbridge
14/02/1904	Great Northern and City Railway (Moorgate to Finsbury Park) opened. Originally intended to take main line stock, its tubes were built to a diameter of 16 feet. After 1913 it was controlled by Metropolitan Railway
06/04/1904	Brixton Hill cable tramway taken out of service
19/06/1904	Electric trams on Brixton Hill tramway
01/12/1904	Neasden Generating Station opened

Date	Event
1905	District and Inner Circle lines electrified and opening of Lots Road Generating Station
1905	Abolition of second class on District Railway and Metropolitan Railway
1905	Formation of the London Motor Omnibus Company Ltd., the first purely motor bus concern
1905	Introduction by the London General Omnibus Company of forerunner of the roundel – a wheel with the name 'General' across it
1905	Greenwich Generating Station opened by London County Council
01/01/1905	Electric trains Baker Street to Uxbridge (Metropolitan Railway)
13/06/1905	Metropolitan District Railway opened curve connecting railway near Mill Hill Park with North London Railway at South Acton, and South Acton Station (District Railway)
20/08/1905	Through electric trains to East Ham (District Railway)
1906	Route numbers introduced on London Motor Omnibus Company Ltd buses
1906	Kingsway Subway opened by London County Council Tramways for trams, between Bloomsbury and Aldwych
1906	Waterloo and City line absorbed into London and South Western Railway
1906	Combined maps of London's underground railways began to be issued for passengers
10/03/1906	Baker Street and Waterloo Railway (now Bakerloo line) Baker Street to Kennington Road was opened
05/08/1906	Baker Street and Waterloo Railway Kennington Road to Elephant and Castle was opened
15/12/1906	Great Northern, Piccadilly and Brompton Railway (now Piccadilly line) opened between Hammersmith and Finsbury Park
1907	London Passenger Traffic Conference formed by the various underground railways, to introduce a measure of co-operation between them. Adoption of the "Underground" sign
1907	Albert Stanley (later Lord Ashfield) appointed General Manager of the railways in the Underground group
1907	London Motor Omnibus Company Ltd. Renamed the Vanguard Motor Omnibus Company
1907	London General Omnibus Company paints its buses red
27/03/1907	Bakerloo Line Baker Street to Great Central was opened
12/05/1907	City and South London Railway extended Angel to Euston
15/06/1907	Baker Street and Waterloo Railway Great Central to Edgware Road was opened
22/06/1907	Charing Cross, Euston and Hampstead Railway (EHampstead Tube") opened from Charing Cross to Highgate and Golders Green
30/11/1907	Holborn to Strand (later Aldwych) was opened
1908	Electric ticket issuing machine introduced
1908	Absorption of the London Road Car and Vanguard companies by the London General Omnibus Company
1908	Kingsway Subway for trams extended from Aldwych to Embankment
1908	London County Council Tramways opened central overhaul works at Charlton

Date	Event
1908	The first red and blue disc station nameplates were ordered by the Underground Group
01/04/1908	District Railway trains extended to Barking
14/05/1908	Extension of Central London Railway to White City
1909	Withdrawal of Highgate Hill cable tramway
1909	Experimental trolleybus tried by Metropolitan Tramways (in yard adjoining Hendon Depot)
01/11/1909	Bishopsgate station renamed Liverpool Street
1910	The three "Yerkes" tubes (Bakerloo, Piccadilly and Hampstead) were merged in the London Electric Railway Company
1910	The London General Omnibus Company introduced the B type bus, the first standardised motor bus (34 seats)
01/03/1910	Mill Hill Park station renamed Acton Town
01/03/1910	Extension of District Railway from South Harrow to Rayners Lane with through running over Metropolitan Railway tracks to Uxbridge
10/06/1910	Through trains from Ealing Broadway to Southend. Continued until September 1939
1911	Under the powers of the Metropolitan District Railway Act 1911 a Joint Committee was formed by the Metropolitan District Railway and the London Electric Railway which acquired the Lots Road generating station from the Underground Company and leased it to the aforementioned companies for 999 years
1911	Last London General Omnibus Company horse bus taken out of service
04/10/1911	First escalators in service, at Earl's Court station, Piccadilly line
1912	Underground company obtained financial control of the London General Omnibus Company
1912	First London General Omnibus Company 'Country' route began running between Hounslow and Windsor
28/07/1912	Extension of Central London Railway from Bank to Liverpool Street
1913	Underground company acquired control of the Central London Railway and the City and South London Railway
1913	First appearance of the bull's eye symbol on Underground railways
1913	East London Railway electrified
1913	Route numbers introduced (by London County Council and West Ham Corporation Tramways). Trailer cars introduced on certain London County Council South London routes. Underground Railway Company gained control of the Metropolitan, South Metropolitan and London United Tramways Companies
1913	First night buses run in London
30/06/1913	Metropolitan Railway took over Great Northern and City Railway
01/12/1913	Bakerloo Line Edgware Road to Paddington was opened
1914	Staff magazine began as 'TOT Fortnightly News'.
1914	Last Tilling horse bus withdrawn
06/04/1914	Charing Cross to Embankment was opened
1915	Common Fund of the Underground Group established by Act of Parliament
1915	Last horse trams in London withdrawn (London County Council route Tower Bridge Road to Rotherhithe)
31/01/1915	Bakerloo Line Paddington to Kilburn Park was opened

Date	Event
11/02/1915	Bakerloo Line Kilburn Park to Queens Park was opened
10/05/1915	Bakerloo Line extended to Willesden Junction over London & North Western Railway tracks
06/06/1915	Baker Street and Waterloo Railway Maida Vale Station was opened
1916	Edward Johnston, the famous type designer, commissioned to design an alphabet for the Underground
1916	Last horse bus in London withdrawn
03/1917	The Johnston typeface was registered
16/04/1917	Baker Street and Waterloo Railway Willesden to Watford (London & North Western Railway) was opened
15/04/1917	Great Central station renamed Marylebone
1919	Ministry of Transport established
1919	End of steam buses in London
1919	K type bus introduced – 46 seats
1920	S type bus introduced – 54 seats
03/08/1920	Extension of Central line over Great Western Railway tracks to Ealing Broadway
1921	Railways Act passed, providing for the grouping of the main line railways in four companies (1923)
1921	Centralised bus overhaul works opened at Chiswick by London General Omnibus Company (first vehicle overhaul factory designed on quantity production lines)
1922	First of the post war independent bus proprietors began operations
1922 to 1924	City and South London Railway re-built, with tunnels of larger diameter to take standard tube stock. Closed for reconstruction 9 August 1922 until 20 April 1924
1923	NS type bus introduced
01/01/1923	Central overhaul depot opened at Acton for Underground Group railway stock (tubes and District Railway)
15/11/1923	Hampstead line extended to Hendon
1924	London Traffic Act: number of buses on certain streets restricted and the London & Home Counties Traffic Advisory Committee established
20/04/1924	Opening of connecting line between Euston (ex City and South London Railway) and Camden Town
18/08/1924	Hampstead line extended to Edgware
1925	First pneumatic tyred bus in London and first covered top bus
05/01/1925	Metropolitan electrified Harrow on the Hill to Rickmansworth
02/11/1925	Metropolitan and London and North Eastern Railways' branch to Watford opened
01/12/1925	Hounslow Barracks renamed Hounslow West
1926	Extension of City and South London to Morden, and Hampstead line extended from Charing Cross to Kennington, with through working over City and South London to Morden line, via Charing Cross and Bank
1927	First 6 wheeled bus – the LS – introduced. One bus of this class was the first to incorporate an enclosed staircase
1928	Express or limited stop coach services started between country towns and London – forerunners of Green Line services
10/12/1928	New Piccadilly Circus station opened



Date	Event
1929	Manually operated doors on tube trains completely replaced by mechanical doors
1929	55 Broadway, Head Office of the Underground Electric Railways Company of London Ltd., was opened
1929	LT type bus introduced
1929	First class of production buses equipped with enclosed staircases – the ST - introduced
1930	First trials of oil engines on buses
1930	Incorporation of Green Line Coaches Ltd. – a subsidiary of London General Omnibus Company – and commencement of operation
1930	Kingsway Subway closed for rebuilding
1931	Kingsway Subway reopened enlarged to take double deck trams
1931	New and radically improved type of tram – the ‘Feltham’ – introduced on Metropolitan and London United Tramways systems
1931	London’s first trolleybuses introduced by London United Tramways on 17 miles of converted tram route in Kingston area
1932	Piccadilly line trains began running over District tracks to South Harrow
1932	STL type bus introduced
1932	Last section of new tramway route laid – Westthorne Avenue, Eltham (London County Council)
1932	London County Council ‘Blue’ car introduced – last tram to be built for service in London
1932	Victoria Coach Station opens on current site
12/09/1932	District Railway trains projected to Upminster
19/09/1932	Piccadilly line extended from Finsbury Park to Arnos Grove
10/12/1932	Metropolitan Railway Stanmore branch opened
1933	Extension of Piccadilly line over District tracks to Hounslow West and Uxbridge
01/1933	Henry Beck’s Underground Map first published
03/1933	First poster of the Underground map issued
13/03/1933	Piccadilly line extended to Enfield West
01/04/1933	London Passenger Transport Board (LPTB) established by an Act of Parliament with powers to take over and operate all road and underground rail services in the ‘LPT Special Area’ (an area similar to ‘Greater London’) ie the nationalisation of London’s transport. A Standing Joint Committee was formed to ensure co-operation between the main line railways and the Board, and in order to establish the London Passenger Pooling Scheme
01/07/1933	Metropolitan District Railway absorbed by London Passenger Transport Board
31/07/1933	Piccadilly line extended to Cockfosters
1934	Staff magazine renamed ‘Pennyfare’
1934	Oil engine adopted as future standard power unit, after extensive trials
1934	London Passenger Transport Board Lost Property Office opened
30/11/1935	Closure of Brill branch
1936-1940	Trams in west, north and east London replaced by trolleybuses (except three routes using the Kingsway Subway)

Date	Event
08/02/1936	Last open top trams in regular daily service ran between West Croydon and Crystal Palace (a few remained until later in the year for use as football specials in west London)
04/07/1936	Aylesbury to Verney Junction line closed to passenger traffic
14/04/1937	Last solid tyre bus ran - on route 108
1939	Emergency Powers (Defence Act) brought the private main line railway companies and the nationalised London Passenger Transport Board under the direct control of the Government
1939	RT type bus introduced (56 seats), but not put into quantity production until after the war
10/03/1939	Metropolitan District Railway Date of Dissolution
15/05/1939	Princess Elizabeth and Princess Margaret made their first journey on the Underground, travelling from St James's Park to Tottenham Court Road
11/06/1939	Highgate station renamed Archway
03/07/1939	Northern line extended from Archway (formerly Highgate) to East Finchley
20/11/1939	New tube link between Baker Street and Finchley Road opened, and Bakerloo line trains took over working of Metropolitan service to Stanmore
1940	First class abolished on most District and Metropolitan line services
14/04/1940	Northern line extended to High Barnet
07/09/1940	Tube stations begin to be used as air raid shelters – continued until 7 May 1945. Aldwych branch closed until 1946 and used to store British Museum treasures
1941	First 8ft wide trolleybuses introduced, in Ilford area (originally built for South Africa but diverted to London because of war)
18/05/1941	Northern line extended to Mill Hill East over tracks of London and North Eastern Railway
01/09/1946	Mark Lane station renamed Tower Hill
01/09/1946	Enfield West station renamed Oakwood
04/12/1946	Central line extended from Liverpool Street to Stratford
04/1947	Staff magazine renamed 'London Transport Magazine'
1947	Transport Act passed, under which the London Transport Executive took over the London Passenger Transport Board
05/05/1947	Central line extended to Leytonstone
30/06/1947	Central line extended to Greenford
14/12/1947	Central line extended to Woodford and Newbury Park
1948	During the 15 days of the Olympic Games at Wembley, 483,000 spectators travelled by Underground to Wembley Park station. With regular travellers, the number of people using the station during the period exceeded one million
31/05/1948	Central line extended from Newbury Park to Hainault
21/11/1948	Central line extended from Woodford to Hainault (via Grange Hill) and to Loughton. Also extended at western end from Greenford to West Ruislip
1949	Eight foot wide RTW type bus introduced (56 seats)
25/09/1949	Central line extended to Epping
1950	Buses began replacing London's remaining trams. Last petrol engine bus withdrawn

Date	Event
1950-1952	Remaining trams, mainly in south London, replaced by buses
1951	One car of aluminium 'R' (surface) stock exhibited at the Festival of Britain
1951	RF type Green Line coach introduced (39 seats)
1952	Aluminium 'R' (surface) stock entered service on District line
05/07/1952	Last tram to run in passenger service was No 1951 on route 40; its last journey was from Woolwich (Perrott Street) to New Cross Depot
1953	Gibson ticket machine introduced on buses
1955	Parliamentary powers obtained for a new tube from Victoria to Walthamstow – the Victoria line
1955	First system of programme machine signalling introduced at Camden Town
1955	Experimental Routemaster bus (RM) seating 64 introduced
1956	Overhaul of bus bodies and frames transferred from Chiswick to new and larger factory at Aldenham. Chiswick works subsequently redesigned to deal only with reconditioning of engines and mechanical and electrical units
1956	London Bus Week held to celebrate the centenary of the London General Omnibus Company
18/11/1957	Central line Epping-Ongar branch electrified. Until this time trains on this branch had been steam hauled, operated by British Railways Eastern Region on London Transport's behalf
1958	New modern District line rolling stock depot opened at Upminster
1958	Mechanisation of ticket issue on road services completed
1959	RM bus began to enter regular service, replacing trolleybuses as the latter were progressively withdrawn
01/03/1959	District line South Acton branch closed
31/07/1960	New combined station at Notting Hill Gate completed, replacing former separate Central and Circle/District line stations
12/09/1960	Metropolitan line electrified from Rickmansworth to Amersham and Chesham
1961	30ft long version of Routemaster (RML) seating 72 introduced on route 104
11/09/1961	End of steam and electric locomotive haulage for London Transport passenger trains and withdrawal of Metropolitan line service between Amersham and Aylesbury, the service over this section being taken over by London Midland Region diesel trains
15/11/1961	Greenwich Power Station ceased to supply trolleybuses, output subsequently being fed to the Underground
1962	Four-tracking of Metropolitan line from Harrow to junction of Watford line completed. Last compartment stock trains ran, and all Amersham, Chesham and Watford services operated by aluminium open saloon type stock
1962	Transport Act passed, under which the London Transport Executive was abolished and an autonomous London Transport Board created (effective 1 January 1963)
1962	Double deck Routemaster coaches (RMC) seating 57 introduced on some Green Line services
08/04/1962	First experiments in automatic train operation carried out on the District line between Stamford Brook and Ravenscourt Park

Date	Event
08/05/1962	The last trolleybus to run in passenger service was No 1521 on route 604. Its final journey was from Wimbledon to Fulwell Depot, where it arrived in the early hours of 9 May
20/08/1962	Government approval given for construction of Victoria line and work commenced
1963	Centenary of the first Underground railway commemorated with a rolling stock parade, exhibitions and other celebrations
1963	600 ton steel 'umbrella' covering an area of 2,500 square yards erected over Oxford Circus (to enable work on the reconstruction of the Underground station to be carried out underneath) in 65 hours over the August Bank Holiday
1964	Illuminated advertisements on Routemasters introduced
05/01/1964	First experiments with an automatic ticket barrier commenced at Stamford Brook station
05/04/1964	Full scale trials of automatic train operation began on the Woodford to Hainault branch of the Central line
20/07/1964	First station car park equipped with automatic barrier control brought into use at Finchley Road
1965	Cessation of production of standard 27ft 6in long version of Routemaster (RM) – superseded by 30ft long version (RML)
1965	Introduction of experimental 30ft long 72 seat Leyland Atlantean (XA) and Daimler Fleetline (XF) buses
02/06/1965	30ft long Routemaster coach (RCL) seating 65 introduced on routes operated from Grays and Romford garages
28/11/1965	First 36ft long coaches (RC) seating 49 introduced
06/03/1966	First pneumatically operated 'rising step' cap park control barrier introduced at Rayners Lane station car park
18/04/1966	Inauguration of first Red Arrow Service between Victoria and Marble Arch employing 36ft long multi standing double deckers (XMS) with accommodation for 73 passengers (25 seated and 48 standing)
14/05/1966	Last RTW type bus ran in passenger service on routes 95 and 109 from Brixton garage
06/1966	Bus roof used for the first time as a medium for commercial advertising
21/09/1966	Completion of mechanical digging of Victoria line running tunnels at a point about 100 yards east of King's Cross
05/02/1967	New Tower Hill station opened replacing original station in Byward Street
01/08/1967	Front entrance, rear engine Routemaster bus (FRM) entered passenger service on route 76 from Tottenham garage
04/08/1967	Government approval given to the extension of the Victoria line to Brixton and work commenced
1968	Transport Act passed establishing conurbation Passenger Transport Authorities and the National Bus Company. The National Bus Company was to control all major bus undertakings outside London except the Passenger Transport Authorities and Municipalities
1968	Oxford Circus 'umbrella' removed over Easter Holiday

Date	Event
21/02/1968	First 4 car sets of Victoria line rolling stock entered trial running in passenger service on the Woodford to Hainault branch of the Central line
09/03/1968	First Country are MB buses entered service on route 447 from Reigate garage
10/03/1968	First trials of plastic tokens, designed to give discount facilities to regular users of automatic car parks, started at Finchley Central station
20/06/1968	Neasden Generating station closed
01/09/1968	First section of the Victoria line opened for passenger traffic – Walthamstow Central to Highbury and Islington
07/09/1968	First phase of long term plan to reshape London's bus services introduced in Wood Green and Walthamstow areas. Also new Red Arrow serviced introduced in Central London
30/09/1968	New ticket hall at Oxford Circus station opened
29/11/1968	Last RTL type bus withdrawn from service (Willesden Garage)
01/12/1968	Second section of the Victoria line opened for passenger traffic – Highbury and Islington to Warren Street
1969	Parliamentary powers obtained for the Baker Street to Strand section of the Fleet line
1969	Transport (London) Act passed providing for London Transport Board to be replaced by a London Transport Executive, to be responsible, under the overall policy control of the Greater London Council, for the day to day operation of the Central (red) buses and the Underground. The Act also provided for the transfer of London Transport's Country (green) bus and Green Line coach services to London Country Bus Services Ltd., a subsidiary of the National Bus Company. These changes came into effect on January 1 1970
07/03/1969	Royal Opening of Victoria line by Queen Elizabeth II, and extension of passenger service from Warren Street to Victoria
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1970	New six car trains (C69 stock) entered service on the Hammersmith and City and Circle lines
1970	Greater London Council approval given for the construction of the Fleet line from Stanmore to Lewisham subject to Government infrastructure grant
1970	Buses on routes 74 and 74B equipped with two way radio to combat traffic congestion problems
1970	New roof canopied constructed at Hounslow and Victoria bus termini
1971	Work commenced on the 3.5 mile extension of the Piccadilly line from Hounslow West to Heathrow Airport
1971	New type one man operated double deck bus 'The Londoner' (DMS) entered passenger service on routes 95 and 220. Accommodation for 89 passengers (68 seated and 21 standing)
1971	Work began on the Fleet Line
16/04/1971	Last single deck buses with conductors ran on route 236
04/1973	Staff magazine replaced by a newspaper 'LT News'
1977	Fleet Line renamed the Jubilee line

Date	Event
01/05/1979	Passenger services begin operating on the Jubilee line
04/1982	Princess Diana opened the Heathrow Terminal 4 extension of the Piccadilly line
1983	Dot matrix train destination indicators introduced on platforms
1984	First Docklands Light Railway Bill approved by Parliament and construction started
1984	London Regional Transport (LRT) created, reporting to the Secretary of State for Transport
1984	Hammersmith and City and Circle line trains converted for one person operation
1985	London Transport set up a subsidiary known as London Buses Limited (LBL) to run its bus services
1987	Tragic fire at King's Cross underground station kills 31 people
31/08/1987	Dockland Light Railway opens to passengers
1988	Victoria Coach Station Limited was acquired by London Transport at the request of the Secretary of State for Transport
1989	Royal Assent for extension of Docklands Light Railway Beckton to Royal Docks area
1989	New fire and safety regulations introduced on the Underground network following the Fennell Report into the King's Cross fire
1991	Bank extension of the Docklands Light Railway opens
1992	The London Underground Customer Charter is launched
1993	Angel station reconstruction complete
31/01/1993	Old Stratford bus station closed
1994	Waterloo and City line transferred to London Underground
1994	Penalty fares introduced on the London Underground
02/03/1994	Approvals and planning consent for a new Stratford Bus Station
13/11/1994	New Stratford Bus Station operational opening
1995	Tower Gateway to Beckton section of Docklands Light Railway opens
1996	Pudding Mill Docklands Light Railway station opens
1997	London River Services Limited – a wholly owned subsidiary of Transport for London – was created to coordinate passenger services on the river with other forms of transport
1997	Croydon Tramlink system opened
1998	Docklands Light Railway starts operating from Canning Town station
1999	Extension of Jubilee line from Green Park to Stratford opened
1999	Lewisham extension of Docklands Light Railway opens
1999	The Port of London's river passenger piers were transferred to London River Services control
03/07/2000	Formation of Transport for London (TfL)

<b>Date</b>	<b>Event</b>
2002	Redeveloped Heron Quays Docklands Light Railway station opens
2003	Busking legalised on London Underground
17/02/2003	Congestion Charge introduced for certain roads in London
03/2003	Construction of London City Airport Docklands Light Railway extension begins
07/2003	Oyster card introduced
2004	Programme to refurbish Docklands Light Railway's 94 rail cars underway
2004	Enhancement of Tower Gateway Docklands Light Railway station completed
2004	London Underground network carries 976 million passengers in one year
06/2005	Construction begins on Woolwich Arsenal extension of Docklands Light Railway
07/07/2005	52 people killed in bomb attacks on three tube trains and a bus
12/2005	Docklands Light Railway London City Airport extension opened
09/12/2005	Last Routemaster bus in regular service ran
05/09/2006	London Overground branding launched
08/2006	Docklands Light Railway station enhancement begins
2007	East London line closed
2007	London Underground network carries 1 billion passengers in a year for the first time
10/2007	Refurbishment works at West India Quay station completed
11/11/2007	Transport for London took over the North London Railway routes, formerly Silverlink Metro, operating them as London Overground
12/2007	Docklands Light Railway Langdon Park station opens
07/12/2007	London Underground network carries 4.17 passengers in one day
2008	Construction completed on Shepherd's Bush Overground station
02/2008	First Docklands Light Railway public art installation – 'Solid Turbulence' by Anthony Lam – at Shadwell station

<b>Date</b>	<b>Event</b>
03/2008	Docklands Light Railway unveils its new trains
27/03/2008	Piccadilly line extension to Heathrow Terminal 5 opened
2009	Continuous nature of the Circle Line was officially ended, replaced by an end to end service between Hammersmith and Edgware Road via a single circuit of a new loop and the existing route
2009	Construction completed on Imperial Wharf Overground station
01/2009	Woolwich Arsenal extension of the Docklands Light Railway opened
03/2009	Docklands Light Railway reopens refurbishes Tower Gateway station
08/2009	Docklands Light Railway opens new 'flyunder' track at West India Quay station
02/2010	Three carriage trains introduced on the Bank to Lewisham route of the Docklands Light Railway
23/05/2010	East London line reopened as part of the London Overground network
31/07/2010	First ever air-conditioned walk through Underground train runs on Metropolitan line (S8 stock)
10/11/2010	Docklands Light Railway's busiest ever day, carrying 303,557 passengers
19/11/2010	London Tramlink carries 100,107 passengers in one day
26/11/2010	London Underground network carries over 4 million passengers in one day
30/11/2010	London Tramlink carries 108,357 passengers in one day
28/02/2011	Extension of London Overground to Highbury and Islington opened
05/2011	Three carriage capability across entire Docklands Light Railway network
08/2011	New Stratford International to Canning Town extension of Docklands Light Railway opens
26/07/2012	Barclays Cycle Hire recorded almost 47,000 hires in one day



Date	Event
02/08/2012	London Underground network carries 4.31 million passengers in one day
03/08/2012	London Underground network carries 4.4 million passengers in one day
04/08/2012	Emirates Air Line cable car carries 24,451 in one day
07/08/2012	London Underground network carries 4.57 million passengers in one day
11/08/2012	Emirates Air Line cable car carries 31,964 in one day
09/12/2012	Extension of London Overground to Clapham Junction opens