

Transport *for* London Group Archive

No. 4

Table of Key Dates (Extracted from London Transport Diaries)

1829	First horse drawn bus service, operated by George Shillibeer, between Paddington and the Bank, via the Angel
1836	First steam railway in London, from Tooley Street (London Bridge) to Deptford, opened by the London & Greenwich Railway
1843	Opening of the Thames Tunnel, now used by the East London Line. Used only by pedestrians until the 1860's
1855	London General Omnibus Company Ltd, formed in Paris as Compagnie des Omnibus de Londres, it was re-registered 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
24/12/1868	Metropolitan District Railway (MDR) opened High Street Kensington - Westminster Bridge opened
30/05/1870	MDR opened to Blackfriars Bridge
03/05/1871	MDR opened to Mansion House
01/02/1872	MDR opened connection with London and North Western line via Addison Road
01/08/1872	MDR opened connection with Great Western system via Addison Road
06/10/1884	MDR opened the City Lines - 'Inner Circle'
06/10/1884	MDR opened Whitechapel Extensions
06/10/1884	MDR opened connections with East London Railway. Trains ran to New Cross – London Brighton & South Coast Railway - via Thames Tunnel
09/09/1874	MDR opened Hammersmith Extension (Earls Court to Hammersmith)
01/03/1880	MDR opened Fulham Extension (to Putney Bridge)
01/06/1877	MDR opened Hammersmith to Ravenscourt Park, enabling a connection with London & South Western Railway. The District Railway thereby ran trains to Richmond from this date.
01/07/1879	MDR opened Turnham Green to Ealing
01/03/1883	MDR opened connection with the Great Western Railway at Ealing.
01/05/1883	MDR opened the Hounslow & Metropolitan Railway - worked by the District Railway - (Mill Hill Park to Hounslow Town).

21/07/1884	MDR Opened the Hounslow Barracks extension of the Hounslow & Metropolitan Railway
03/06/1889	MDR Running powers for the newly opened Putney Bridge to Wimbledon line granted by London & South Western Railway.
30/06/1874	Act vested Hammersmith Extension Railway in Metropolitan District Railway from date of completion
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)
11/08/1879	Metropolitan Inner Circle Completion Company (MDR with Metropolitan Railway)
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.
25/06/1886	LSWR Act abandoned the line from Wimbledon & Putney
03/06/1889	the new line between Wimbledon & Putney was opened and the whole of the Hounslow & Metropolitan Railway vested in the LSWR subject to running powers to the Metropolitan District Railway
by 1899	MDR running powers over South Kensington to Aldgate agreed with Metropolitan Railway
by 1899	MDR running powers over Studland Road Junction to Richmond agreed with London & South Western
by 1901	MDR running powers over from Putney Bridge Junction to Wimbledon agreed with London & South Western
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.
21/07/1903	MDR absorbed Hounslow & Metropolitan Railway
02/06/1902	MDR opened connection with Whitechapel & Bow Railway and London, Tilbury & Southend Railway
23/06/1903	MDR opened South Harrow Line, between Hanger Lane Junction and Park Royal
28/06/1903	MDR Opened South London Line extension from Park Royal and South Harrow
13/06/1905	MDR Opened Curve connecting railway near Mill Hill Park with North London Railway at South Acton, and South Acton Station (District Railway)
10/03/1906	Bakerloo Line Baker Street to Kennington Road was opened
05/08/1906	Bakerloo Line Kennington Road to Elephant and Castle was opened
15/12/1906	Hammersmith and Finsbury Park were opened

27/03/1907	Bakerloo Line Baker Street to Great Central was opened
15/06/1907	Bakerloo Line Great Central to Edgware Road was opened
22/06/1907	Charing Cross to Golder's Green and Highgate were opened
30/11/1907	Holborn to Strand (later Aldwych) was opened
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
01/12/1913	Bakerloo Line Edgware Road to Paddington was opened
1914	Staff magazine began as 'TOT Fortnightly News'.
06/04/1914	Charing Cross to Embankment was opened
31/01/1915	Bakerloo Line Paddington to Kilburn Park was opened
11/02/1915	Bakerloo Line Kilburn Park to Queens Park was opened
10/05/1915	Bakerloo Line Queens Park to Willesden (London & North Western Railway) (LNW) was opened
06/06/1915	Bakerloo Line Maida Vale Station was opened
16/04/1917	Bakerloo Line Willesden to Watford (LNW) was opened
1919	Ministry of Transport established
1921	Railways Act passed, providing for the grouping of the main line railways in four companies (1923).
1924	London Traffic Act: number of buses on certain streets restricted and the London & Home Counties Traffic Advisory Committee established.
1929	55 Broadway, Head Office of the UERL and later LT was opened.
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'). I.e. 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	MDR absorbed by LPTB
1939	Emergency Powers (Defence Act) brought the private main line railway companies and the nationalised LPTB under the direct control of the Government.
10/03/1939	MDR Date of Dissolution
04/1947	Staff magazine renamed 'TOT Staff Magazine'
1947	Transport Act passed, under which the LTE took over the LPTB
04/1973	Staff magazine replaced by a newspaper 'LT News'. Replaced by a magazine 'on the move' ?
31/01/1993	Old Stratford bus station closed
02/03/1994	Approvals and planning consent for a new Stratford Bus

	Station opened
16/03/1994	New Stratford Bus Station main contract started
08/11/1994	New Stratford Bus Station Contract completion certified
13/11/1994 (Sunday)	New Stratford Bus Station operational opening
16/11/1994 (Wednesday)	New Stratford Bus Station official opening