

- 1832 World's first street railway, USA
- 1833 First Paris tramway, to Poissy
- 1855 London Metropolitan Board of Works formed
- 1855 CGOL bus co formed in Paris with £1 million
- 1859 CGOL becomes LGOC (The General) at great cost
- 1860 UK's first tramline - GF Train, Birkenhead
- 1861 London's first tram line (GF Train, Bayswater Road)
- 1862 London's tram lines (GF Train) dismantled
- 1863 Metropolitan Railway opened
- 1869 Liverpool's Walton and Dingle tramway opened
- 1869 Metropolitan Street Tramway, North Metropolitan Tramways and Pimlico, Peckham & Greenwich Street Tramway present bills in Parliament
- 1870 MST opens first permanent London tramway, Kennington to Brixton 2 May
- 1870 NMT opens tramway Whitechapel to Bow Bridge 9 May
- 1870 PPG opens tramway New Cross to Blackheath
- 1870 MST and PPG merge to form London Tramways
- 1870 Tramways Act 1870 passed giving general legislation for Tramways
- 1873 Steam trams trialed
- 1881-2 Compressed air trams trialed, Stratford to Leytonstone
- 1882 Battery trams first trialed in London
- 1884-1909 Highgate cable cars used intermittently
- 1885-91 NLT uses steam on several routes
- 1889-92 Battery trams successfully used by North Met Canning Town to Plaistow
- 1888 World's first electric tramway, Richmond Virginia
- 1888/9 County of London with elected council created from parts of Middlesex, Surrey & Kent
- 1890 City & South London tube opened
- 1891 NLT declared insolvent; taken over by NMT (North Metropolitan); steam traction terminated
- 1891 Leeds opened their electric tramways
- 1892 NMT first routes become open to purchase by local authority
- 1894 Local government outside London reformed
- 1894 Imperial takes over WMT and creates LUT
- 1896 Light Railways Act introduced, open to some tramway applications
- 1898-99 London's first conventional electric tram in service at Ally Pally
- 1899 British Electric Traction creates South Metropolitan Tramways and Lighting Co
- 1899 London Metropolitan Boroughs formed
- 1901 The LUT opens the capital's first 'proper' electric tramway
- 1901 First Municipal electric tramways open in East Ham followed by Croydon
- 1901 Metropolitan Tramways & Omnibus Co (MT&O) renamed Metropolitan Electric Tramways (MET)
- 1901 MT&O/MET becomes part of British Electric Tramways (BET)
- 1901 LCC informs MET it will take over, electrify and operate the lines in its area when leases run out
- 1902 MET purchases North Met lines in Middlesex
- 1903 First LCC electric tramway opens, Westminster Bridge to Tooting
- 1903 Ilford, Barking, Bexley all open electric tramways
- 1904 West Ham opens electric tramway
- 1904 MET (former MTOC) opens first line Finsbury Park to Seven Sisters
- 1904 First part of Kingsway Subway opens
- 1905 Arrival of first motor bus on 2 London routes
- 1905 Walthamstow, Erith open electric tramways
- 1906 Leyton, Dartford open electric tramways
- 1906 LCC took over METs remaining tramway routes in its area to electrify and operate.

1906	Kingsway Subway connected to north
1906	LCC wins right to run trams over Westminster Bridge & along embankment
1907	Albert Stanley brought in to trouble-shoot EURL financial problems
1908	Kingsway Subway connected to south; through services run
1908	First change pits in operation, south London
1908	Electrobus runs on 2 London routes
1909	LGOC's first successful motor bus, X-type
1910	LGOC introduces B-type
1910-13	Electricity supports moved from centre to edge of road in Finchley & Tottenham
1911	LGOC takes its last horse bus out of service
1911	Through running between LCC and Leyton, LCC & West Ham, LCC and Bexley in operation
1911	CJ Spencer instrumental in introducing UK's first trolleybus service in Bradford
1912	Through running between LCC and MET (to Enfield) in operation
1912	UERL took over LGOC (LGOC war with Daimler) forming the combine.
1912	Kew Road horse tram abandoned
1913	London & Suburban Traction Co formed to cover LUT and MET operations; South Met absorbed
1913	Through ticketing introduced between tubes and combine's trams
1914	Through running between LCC and MET starts at Archway
1917	LUT in receivership until 1919
1922	LCC starts Pullmanisation
1924	1924 Traffic Act restricts buses and sets up London & Home Counties Traffic Advisory Committee
1926	speed limits for MET raised from 16 mph to 20 mph
1926	LCC changes livery from Crimson Lake/Primrose to red/cream
1926	LUT crews on strike (General trike)
1927	MET modern tram 310 unveiled
1928-30	MET covers its remaining open tops
1929	BET sells its share in London & Suburban (MET, SMET, LUT) to UERL (The Combine)
1929	Combine starts modernisation programme for MET
1929	Combine introduces UCC (Feltham) tram
1929	LGOC brings out successful LT1 (AEC) double decker bus
1929	MCC grants new 42year operating lease to MET
1929	Barking trams replaced by buses
1930	MET operating lease for MCC lines expires
1931	LUT route Twickenham - Kingston replaced by trolley buses
1931	Metropolitan police allow windscreens
1931	Enlarged Kingsway Subway opens for double-deckers
1932	SMET sells its lucrative Power supply business
1933	London Passenger Transport Board LPTB is formed, taking over all routes and 2605 cars
1933	74 seater trolleybus introduced (Hampton Court - Wimbledon)
1934	LPTB gains Royal assent to replace the trams with trolleybuses on all remaining LUT, SMET, Erith, Bexley, Dartford systems
1935	fixed bus stops introduced
1935	Assent for further 148 miles replacement
1935	Assent for replacement of remaining N and E London
1939	Last MET tram service withdrawn (Wood Green - Holborn)
1939	Replacement programme suspended because of war
1950	Replacement programme resumed (Operation Tramaway), 9 stages, by buses
1952	Last tram runs (Kingsway to Abbey Wood, Kingsway to Plumstead, Woolwich to New Cross)
2000	Croydon Tram Link opened