

London tramway routes by Eddie Dawes © 2024

Route 1	
<u>Wednesday 28th September 1887 LST</u> Camden Town (Mother Redcap)-Chalk Farm-Kentish Town (Mother Shipton) opened	New horse route (1H) (Yellow) Euston Road-Hampstead <i>Hampstead (Park Road) Depot</i>
<u>Thursday 16th May 1889 LST</u>	Horse route allocation revised (1H) (Yellow) Euston Road-Hampstead <i>Hampstead (Cressy Road) Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (1H) (Yellow) Euston Road-Hampstead <i>Hampstead (Cressy Road) Depot</i>
<u>Friday 2nd August 1901 NMET</u> Northern loop at Hampstead opened Mansfield Road-Agincourt Road-Constantine Road	Horse route (1H) (Yellow) diverted
<u>Sunday 1st April 1906 LCC and NMET and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (1H) (Yellow) Euston Road-Hampstead <i>Hampstead (Cressy Road) Depot</i>
<u>Friday 28th May 1909 LCC</u> Camden Town Station (NLR)-Euston Road reopened for electric cars	Horse route truncated (1H) Camden Town Station (HHR)-Hampstead <i>Hampstead (Cressy Road) Depot</i>
<u>Tuesday 14th September 1909 LCC</u> Great College Street, Camden Town-South Kentish Town reopened for electric cars	New route (1) Euston Road-Hampstead via Kentish Town <i>Holloway Depot</i> Horse route withdrawn (1H) Camden Town Station (HHR)-Hampstead <i>Hampstead (Cressy Road) Depot</i>
<u>Tuesday 30th November 1909 LCC</u> Camden Town-Chalk Farm Road-Prince of Wales Road 'Mother Shipton' and Prince of Wales Road-Junction Road-Highgate Archway opened	Route diverted (1) Euston Road-Hampstead <i>Holloway Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 1 Euston Road-Hampstead <i>Holloway Depot</i>
<u>January 1914 LCC</u> <i>Hampstead Depot</i> opened	Route allocation revised 1 Euston Road-Hampstead <i>Hampstead Depot</i>
<u>Tuesday 22nd June 1915 LCC</u>	Route withdrawn 1 Euston Road-Hampstead <i>Hampstead Depot</i>
<u>Thursday 13th May 1920 LCC</u>	Route reinstated 1 (Whitsun and August Bank Holiday weekends) Euston Road-Hampstead <i>Cars as required from Hampstead Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 1 (Whitsun and August Bank Holiday weekends) Euston Road-Hampstead <i>Cars as required from Hampstead Depot</i>
Monday 2nd August 1937	Route withdrawn 1 (Whitsun and August Bank Holiday weekends) Euston Road-Hampstead <i>Cars as required from Hampstead Depot</i>

Route CCT 1	
<u>Thursday 9th October 1879 CTC</u> The Croydon Tramways Company opened between Thornton Heath Pond and West Croydon Station	New horse route (CCT 1H) (Dark green) Thornton Heath Pond-West Croydon Station <i>Thornton Heath Depot</i>
<u>Thursday 1st January 1880 CTC</u> West Croydon Station-Croydon (Crown Hill) opened	Horse route extended (CCT 1H) (Dark green) Thornton Heath Pond-Croydon (Crown Hill) <i>Thornton Heath Depot</i>

<p><u>Friday 14th May 1880 CTC</u> South Croydon (Green Dragon)-South Croydon (Red Deer) opened</p>	<p>New horse route (CCT 1/H) (Red) South Croydon (Green Dragon)-South Croydon (Red Deer) <i>South Croydon (Swan and Sugar Loaf) Yard</i></p>
<p><u>Thursday 2nd August 1883 CNTC and CTC</u> The Croydon Tramways Company merged with the Norwood and District Tramways company to form the Croydon and Norwood Tramways Company</p>	<p>Horse routes taken over (CCT 1H) (Dark green) Thornton Heath Pond-Croydon (Crown Hill) <i>Thornton Heath Depot</i> (CCT 1/H) (Red) South Croydon (Green Dragon)-South Croydon (Red Deer) <i>South Croydon (Swan and Sugar Loaf) Yard</i></p>
<p><u>Wednesday 1st January 1890 CNTC and CTC</u> The Croydon and Norwood Tramways Company became the second Croydon Tramways Company</p>	<p>Horse routes taken over (CCT 1H) (Dark green) Thornton Heath Pond-Croydon (Crown Hill) <i>Thornton Heath Depot</i> (CCT 1/H) (Red) South Croydon (Green Dragon)-South Croydon (Red Deer) <i>South Croydon (Swan and Sugar Loaf) Yard</i></p>
<p><u>Tuesday 12th January 1892 CTC</u> Battery electric tram trials</p>	<p>Battery electric tram trials (CCT 1H) (Dark green) Thornton Heath Pond-Croydon (Crown Hill) <i>Thornton Heath Depot</i></p>
<p><u>Saturday 5th March 1892 CTC</u> Battery electric tram trials completed</p>	<p>Battery electric tram trials completed (CCT 1H) (Dark green) Thornton Heath Pond-Croydon (Crown Hill) <i>Thornton Heath Depot</i></p>
<p><u>Tuesday 17th October 1893 CTC</u> Oil motored tram trials</p>	<p>Oil motored tram trials (CCT 1H) (Dark green) Thornton Heath Pond-Croydon (Crown Hill) <i>Thornton Heath Depot</i></p>
<p><u>December 1893 CTC</u> Oil motored tram trials completed</p>	<p>Oil motored tram trials completed (CCT 1H) (Dark green) Thornton Heath Pond-Croydon (Crown Hill) <i>Thornton Heath Depot</i></p>
<p><u>Sunday 6th June 1897 CCT and CTC</u> Croydon (Crown Hill)-South Croydon (Green Dragon) constructed by CCT, leased to CTC and opened</p>	<p>Horse route extended (CCT 1H) (Dark green and Red) Thornton Heath-South Croydon (Red Deer) via Thornton Heath Pond <i>Thornton Heath Depot</i> Horse route withdrawn (CCT 1/H) (Red) South Croydon (Green Dragon)-South Croydon (Red Deer) <i>South Croydon (Swan and Sugar Loaf) Yard</i></p>
<p><u>Monday 22nd January 1900 CCT and CTC</u> Croydon Tramways Company purchased by Croydon Council and leased to British Electric Traction Company</p>	<p>Horse route taken over (CCT 1H) (Dark green and Red) Thornton Heath-South Croydon (Red Deer) via Thornton Heath Pond <i>Thornton Heath Depot</i></p>
<p><u>March 1901 CCT</u> Horse route truncated for reconstruction between South Croydon (Swan and Sugar Loaf) and South Croydon (Red Deer)</p>	<p>Horse route truncated (CCT 1H) (Dark green and Red) Thornton Heath-South Croydon (Swan and Sugar Loaf) via Thornton Heath Pond <i>Thornton Heath Depot</i></p>
<p><u>Thursday 2nd May 1901 CCT</u> South Croydon (Red Deer)-Purley constructed for electric cars but opened with horse cars</p>	<p>Horse route extended (CCT 1H) (Dark green and Red) Thornton Heath-Purley via Thornton Heath Pond <i>Thornton Heath Depot</i></p>
<p><u>Tuesday 18th June 1901 CCT</u> Horse route divided for reconstruction between West Croydon and Croydon (Greyhound)</p>	<p>New route (CCT 1/H) (Dark green and Red) Croydon (Greyhound)-Purley <i>South Croydon (Swan and Sugar Loaf) Yard</i> Route truncated (CCT 1H) (Dark green and Red) Thornton Heath-West Croydon via Thornton Heath Pond <i>Thornton Heath Depot</i></p>
<p><u>Tuesday 6th July 1901 CCT</u> Reconstruction complete between West Croydon and Croydon (Greyhound)</p>	<p>Route extended (CCT 1H) (Dark green and Red) Thornton Heath-Purley via Thornton Heath Pond <i>Thornton Heath Depot</i> Route withdrawn (CCT 1/H) (Dark green and Red) Croydon (Greyhound)-Purley <i>South Croydon (Swan and Sugar Loaf) Yard</i></p>
<p><u>Thursday 26th September 1901 CCT</u> OFFICIAL AND PUBLIC OPENING OF CROYDON CORPORATION TRAMWAYS Procession of 20 cars Norbury Station-Thornton Heath Pond opened and Croydon-Purley reopened Public opening at 5.30 pm</p>	<p>New route (CCT 1) Norbury Station-Purley <i>Purley and Thornton Heath Depots</i> Horse route truncated (CCT 1H) (Dark green and Red) Thornton Heath-Thornton Heath Pond <i>Thornton Heath Depot</i></p>
<p><u>Friday 10th January 1902 CCT</u> Thornton Heath Pond-Thornton Heath Station reopened</p>	<p>Horse route withdrawn (CCT 1H) (Dark green and Red) Thornton Heath-Thornton Heath Pond <i>Thornton Heath Depot</i></p>

<u>Friday 24th January 1902 CCT</u>	Route allocation revised (CCT 1) Norbury Station-Purley <i>Purley and Thornton Heath Depots</i>
<u>Wednesday 27th June 1902 CCT</u> Norbury (Hermitage Bridge)-Norbury Station opened	Route extended (CCT 1) Norbury (Hermitage Bridge)-Purley <i>Purley and Thornton Heath Depots</i>
<u>October 1902 CCT</u>	Route allocation revised (CCT 1) Norbury Station-Purley <i>Purley and Thornton Heath Depots</i>
<u>Monday 8th June 1903 CCT</u> Norbury railway bridge closed for reconstruction	Route truncated (CCT 1) Norbury Station-Purley <i>Purley and Thornton Heath Depots</i>
<u>Monday 6th July 1903</u> Norbury railway bridge reopened	Route reinstated (CCT 1) Norbury (Hermitage Bridge)-Purley <i>Purley and Thornton Heath Depots</i>
<u>Thursday 14th December 1905 CCT</u>	Route allocation revised (CCT 1) Norbury (Hermitage Bridge)-Purley <i>Purley and Thornton Heath Depots</i>
<u>Friday 9th November 1906 CCT</u>	Route allocation revised (CCT 1) Norbury (Hermitage Bridge)-Purley <i>Purley and Thornton Heath Depots</i>
<u>April 1916 CCT</u>	Destinations lettered for duration of the War Letters carried on headlamps: N Norbury P Purley
<u>May 1916 CCT</u>	Route informally numbered (CCT) 1 Norbury (Hermitage Bridge)-Purley <i>Purley and Thornton Heath Depots</i>
<u>Sunday 7th February 1926 LCC and CCT</u> Through running at Norbury introduced	Route withdrawn (CCT) 1 Norbury (Hermitage Bridge)-Purley <i>Purley and Thornton Heath Depots</i>

Route WAL 1	
<u>Saturday 3rd June 1905 WAL</u> WALTHAMSTOW UDC LIGHT RAILWAYS OPENED Chingford Mount-Walthamstow-Leyton (Baker's Arms), Ferry Lane-Walthamstow-Woodford (Napier Arms), Markhouse Road-Higham Hill and Waterworks corner-Epping Forest (Rising Sun) opened 6 cars in procession, 2 decorated	New route (WAL 1) Leyton (Baker's Arms)-Chingford (Crooked Billet) <i>Walthamstow Depot</i>
<u>Sunday 24th January 1926 LEY, LCC and WAL</u> Through running extended	Route reduced (WAL 1) Leyton (Baker's Arms)-Chingford (Crooked Billet) <i>Walthamstow Depot</i>
<u>Sunday 1st January 1928 WAL</u> Walthamstow routes numbered	Route numbered (WAL) 1 Leyton (Baker's Arms)-Chingford (Crooked Billet) <i>Walthamstow Depot</i>
<u>Tuesday 12th May 1931 WAL</u>	Route withdrawn (WAL) 1 Leyton (Baker's Arms)-Chingford (Crooked Billet) <i>Walthamstow Depot</i>

Route WH 1	
<u>Saturday 29th November 1902 EHAM</u> Green Street (Plashet Grove)-East Ham, (High Street North) opened	New route (WH 1) Green Street (Plashet Grove)-East Ham Town Hall <i>East Ham Depot</i>
<u>Friday 1st November 1907 EHAM and WHAM</u> Junction between West Ham and East Ham tramways installed at Plashet Road / Green Street / Plashet Road	Route extended (WH 1) Stratford-East Ham Town Hall via Plashet Grove <i>East Ham and West Ham Depots</i>
<u>Monday 13th January 1908 EHAM and WHAM</u>	Route truncated (WH 1) Stratford-East Ham High Street (Burnell Arms) via Plashet Grove <i>East Ham and West Ham Depots</i>
<u>Wednesday 1st January 1913 WHAM</u> West Ham routes numbered	Route numbered: (WH) 1 Stratford-East Ham High Street (Burnell Arms) via Plashet Grove <i>East Ham and West Ham Depots</i>
<u>Monday 5th January 1925 EHAM and WHAM</u>	Route extended (WH) 1 Stratford-East Ham Town Hall via Plashet Grove <i>East Ham and West Ham Depots</i>

<u>Friday 23rd July 1926 EHAM and WHAM</u>	Route increased (WH) 1 Stratford-East Ham Town Hall via Plashet Grove <i>East Ham and West Ham Depots</i>
<u>Tuesday 12th May 1931 EHAM and WHAM</u>	Route reduced (WH) 1 Stratford-East Ham Town Hall via Plashet Grove <i>East Ham and West Ham Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (WH) 1 Stratford-East Ham Town Hall via Plashet Grove <i>East Ham and West Ham Depots</i>
<u>Thursday 17th August 1933</u>	Route allocation revised (WH) 1 Stratford-East Ham Town Hall via Plashet Grove <i>West Ham Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WH) 1 route renumbered 1 (in effect no change) 1 Stratford-East Ham Town Hall via Plashet Grove <i>West Ham Depot</i>

Routes LT 1/1A	
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WH) 1 route renumbered 1 (in effect no change) 1 Stratford-East Ham Town Hall via Plashet Grove <i>West Ham Depot</i> (WH) 2 route renumbered 1A 1A Stratford-Boleyn via Plashet Road <i>West Ham Depot</i>
<u>Sunday 12th September 1937</u> Trolleybus conversion	Route replaced by 689 trolleybus 1 Stratford-East Ham Town Hall via Plashet Grove <i>West Ham Depot</i> Route replaced by 689 trolleybus 1A Stratford-Boleyn via Plashet Road <i>West Ham Depot</i>

Route LT Night 1	
<u>Wednesday 19th June 1946</u> Night services numbered	Numbered night route 1 Tooting-Embankment <i>Clapham and Streatham Depots</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 1 (NIGHT) Tooting-Embankment <i>Clapham and Streatham Depots</i>
<u>Saturday 6th January 1951</u> Stage 2 of Bus conversion Clapham Depot converted to bus	Route replaced by 287 bus 1 (NIGHT) Tooting-Embankment <i>Clapham and Streatham Depots</i>

Route Tramlink 1	
<u>Monday 29th May 2000</u>	Route opened 1 Wimbledon-Croydon loop-Elmers End <i>Therapia Lane Depot</i>
<u>Sunday 23rd July 2006</u>	Route truncated 1 Croydon loop-Elmers End <i>Therapia Lane Depot</i>
<u>Sunday 25th February 2018</u>	Route extended and unnumbered 1 Wimbledon-Croydon loop-Elmers End <i>Therapia Lane Depot</i>

Routes 2/2A	
Including horse bus route over Westminster Bridge	
<u>Saturday 22nd October 1870 MST</u> Foot of Westminster Bridge-Westminster Bridge Road (Hercules Buildings) opened	New horse bus route (2HB) (Red) Westminster Bridge-Charing Cross via Whitehall <i>Waterloo (Chicheley Street) Bus Depot</i>
<u>Wednesday 7th December 1870 MST</u> Kennington Gate-Stockwell (Swan) opened	New horse route (2H) (Brown) Westminster Bridge-Stockwell <i>Brixton Depot</i>
<u>Monday 1st May 1871 MST</u> Stockwell (Swan)-Clapham (Plough) opened	Horse route extended (2H) (Brown) Westminster Bridge-Clapham (Plough) <i>Clapham (Plough) Depot</i>
<u>Monday 11th September 1871 MST</u> St George's Circus-Kennington Road (Lambeth Road) opened	Horse route allocation revised (2H) (Brown) Westminster Bridge-Clapham (Plough) <i>Clapham (High Street) and Clapham (Plough) Depots</i>

<u>Monday 28th July 1873 LTC</u> Metropolitan Street Tramway Company and Pimlico, Peckham and Greenwich Street Tramway Company sold to the London Tramways Company	Horse route taken over (2H) (Brown) Westminster Bridge-Clapham (Plough) <i>Clapham (High Street) and Clapham (Plough) Depots</i>
<u>Tuesday 28th December 1874 LTC</u>	Horse bus route allocation revised (2HB) (Red) Westminster Bridge-Charing Cross via Whitehall <i>Kennington Cross and Waterloo (Chicheley Street) Depots</i>
<u>Saturday 28th July 1888 LTC</u> Clapham (Plough)-Clapham (Nightingale Lane) opened	Horse route extended (2H) (Brown) Westminster Bridge-Clapham (Nightingale Lane) <i>Clapham (High Street) and Clapham (Plough) Depots</i>
<u>Saturday 15th December 1888 LTC</u> Clapham (Nightingale Lane)-Tooting Bec Road opened	Horse route extended (2H) (Brown) Westminster Bridge-Tooting Bec Road <i>Clapham (High Street), Clapham (Plough) and Balham Depots</i>
<u>Tuesday 16th December 1890 LTC</u> Tooting Bec Road-Tooting (Totterdown Street) opened	Horse route extended (2H) (Brown) Westminster Bridge-Tooting (Totterdown Street) <i>Clapham (High Street), Clapham (Plough) and Balham Depots</i>
<u>Sunday 1st January 1899 LCC and LTC</u> London Tramways Company purchased by LCC	Horse route taken over (2H) (Brown) Westminster Bridge-Tooting (Totterdown Street) <i>Clapham (High Street), Clapham (Plough) and Balham Depots</i> Horse bus route taken over (2HB) (Red) Westminster Bridge-Charing Cross via Whitehall <i>Kennington Cross and Waterloo (Chicheley Street) Depots</i>
<u>Sunday 19th February 1899 LCC</u>	New night horse route (NIGHT 2H) Westminster Bridge-Clapham Common (Plough) <i>Clapham (High Street) Depot</i> New night horse bus route (NIGHT 2HB) Westminster Bridge-Charing Cross via Whitehall <i>Kennington Cross and Waterloo (Chicheley Street) Depots</i>
<u>Thursday 6th March 1902 LCC</u> Horse bus routes withdrawn	Bus routes withdrawn (2HB) Westminster Bridge-Charing Cross via Whitehall <i>Kennington Cross and Waterloo (Chicheley Street) Depots</i> (NIGHT 2HB) Westminster Bridge-Charing Cross via Whitehall <i>Kennington Cross and Waterloo (Chicheley Street) Depots</i>
<u>Friday 15th May 1903 LCC</u> ROYAL OPENING Westminster Bridge, Blackfriars Bridge and Waterloo Station to Tooting (Totterdown Street) reopened for electric cars	New route (2) Westminster Bridge-Tooting (Totterdown Street) <i>Balham and Clapham Depots</i> Horse route withdrawn (2H) Westminster Bridge-Tooting (Totterdown Street) <i>Clapham (High Street), Clapham (Plough) and Balham Depots</i>
<u>Sunday 2nd August 1903 LCC</u> Camberwell New Road-Brixton Road (Handforth Road) reopened for electric cars	Route allocation revised (2) Westminster Bridge-Tooting (Totterdown Street) <i>Balham, Camberwell (New Road) and Clapham Depots</i>
<u>Saturday 21st May 1904 LCC</u>	Route allocation revised (2) Westminster Bridge-Tooting (Totterdown Street) <i>Balham, Camberwell (New Road) and Clapham Depots</i>
<u>Monday 27th June 1904 LCC</u>	New electric night route (NIGHT 2) Westminster Bridge-Clapham Common (Plough) <i>Clapham Depot</i> Horse night route withdrawn (NIGHT 2H) Westminster Bridge-Clapham Common (Plough) <i>Clapham (High Street) Depot</i>
<u>July 1904 LCC</u>	Route allocation revised (2) Westminster Bridge-Tooting (Totterdown Street) <i>Balham and Clapham Depots</i>
<u>Sunday 28th August 1904 LCC</u>	Route allocation revised (2) Westminster Bridge-Tooting (Totterdown Street) <i>Clapham Depot</i>
<u>Sunday 6th August 1905 LCC</u> Tooting (Totterdown Street)-Tooting Broadway-Tooting (High Street) opened	Route extended (2) Westminster Bridge-Tooting (High Street) <i>Clapham Depot</i>
<u>Saturday 15th December 1906 LCC</u> Westminster Bridge-Victoria Embankment (John Carpenter Street) opened	Routes extended (2) Victoria Embankment (John Carpenter Street)-Tooting (High Street) via Westminster Bridge <i>Clapham Depot</i> (NIGHT 2) Victoria Embankment (Charing Cross)-Clapham Common (Plough) via Westminster Bridge <i>Clapham Depot</i>
<u>Monday 21st December 1908 LCC</u>	Route extended (NIGHT 2) Victoria Embankment (Charing Cross)-Tooting Broadway via Westminster Bridge <i>Clapham Depot</i>

<u>Tuesday 11th May 1909 LCC</u>	Route extended (2) Victoria Embankment (John Carpenter Street)-Merton via Westminster Bridge <i>Clapham Depot</i>
<u>Tuesday 14th September 1909 LCC</u> Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Blackfriars Bridge Road opened	Route extended (2) Victoria Embankment-Merton up via Westminster and down via Blackfriars Bridges (worked with route 4) <i>Clapham Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 2 Victoria Embankment-Merton up via Westminster and down via Blackfriars Bridges (worked with route 4) <i>Clapham Depot</i>
<u>Sunday 27th July 1913 LCC</u>	Trailer route trailers on route 2 <i>Clapham Depot</i>
<u>Wednesday 1st September 1915 LCC</u> <i>Balham Depot</i> reopened for trailer cars	Trailer route <i>Balham Depot</i> reopened for trailers on route 2
<u>Wednesday 1st February 1922 LCC</u>	Route extended (NIGHT 2) Victoria Embankment (Charing Cross)-Tooting Broadway up via Blackfriars and down via Westminster Bridges <i>Clapham Depot</i>
<u>Tuesday 2nd May 1922 LCC and LUT</u> LCC purchased (LUT) tramways in Hammersmith together with <i>Chiswick Depot</i> and through running on routes 2, 4 and 26 introduced	New route (trailer cars) 2A Victoria Embankment-Merton up via Westminster and down via Blackfriars Bridges (worked with route 4A) <i>Clapham Depot</i> New route 2EX (Weekdays rush hours) Victoria Embankment-Balham (Marius Road) up via Westminster and down via Blackfriars Bridges <i>cars from route 2 allocation from Clapham Depot</i> Route extended (trailer cars withdrawn) 2 Victoria Embankment- Wimbledon Hill up via Westminster and down via Blackfriars Bridges (worked with route 4) <i>Clapham Depot</i>
<u>Sunday 4th June 1922 LCC</u>	Route reduced 2A (Weekdays rush hours) Victoria Embankment-Merton up via Westminster and down via Blackfriars Bridges (worked with route 4A) <i>Clapham Depot</i>
<u>Monday 20th November 1922 LCC</u>	Trailers on route 2A withdrawn Route allocations revised 2 Victoria Embankment- Wimbledon Hill up via Westminster and down via Blackfriars Bridges (worked with route 4) <i>Clapham Depot</i> 2A (Weekdays rush hours) Victoria Embankment-Merton up via Westminster and down via Blackfriars Bridges (worked with route 4A) <i>Clapham Depot</i>
<u>Monday 12th November 1923 LCC</u> Changing of route numbers on cars on Victoria Embankment loop (except route 76 and 80) discontinued	Route operation revised 2 Victoria Embankment- Wimbledon Hill up via Westminster and down via Blackfriars Bridges (worked with route 4) <i>Clapham Depot</i> 2A (Weekdays rush hours) Victoria Embankment-Merton up via Westminster and down via Blackfriars Bridges (worked with route 4A) <i>Clapham Depot</i>
<u>Saturday 22nd May 1926 LCC and LUT</u>	Route extended 2 Victoria Embankment- Wimbledon Hill up via Westminster and down via Blackfriars Bridges (worked with route 4) (every other car extended to Hampton Court on Saturday afternoons and evenings and Summer Sunday and Bank Holiday) <i>Clapham Depot</i>
<u>Thursday 6th October 1927 LCC</u>	Route truncated 2A (Weekdays rush hours) Victoria Embankment- Tooting Broadway up via Westminster and down via Blackfriars Bridges (worked with routes 4A, 22, 24) <i>Clapham and Streatham Depots</i>
<u>Wednesday 18th July 1928 LCC</u>	Route operation revised (NIGHT 2) Victoria Embankment (Charing Cross)-Tooting Broadway up via Blackfriars and down via Westminster Bridges (worked with route NIGHT 18) <i>Clapham and Streatham Depots</i>
<u>Saturday 16th May 1931 LCC</u> Cars on route 2 and 4 worked alongside new (LUT) trolleybuses between Wimbledon and Hampton Court	

<u>Sunday 30th August 1931 LCC</u>	Route truncated 2 Victoria Embankment- Wimbledon Hill up via Westminster and down via Blackfriars Bridges (worked with route 4) <i>Clapham Depot</i>
<u>Thursday 15th December 1932 LCC</u>	Route truncated 2 Victoria Embankment- Wimbledon Station up via Westminster and down via Blackfriars Bridges (worked with route 4) <i>Clapham Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 2 Victoria Embankment- Wimbledon Station up via Westminster and down via Blackfriars Bridges (worked with route 4) <i>Clapham Depot</i> 2A (Weekdays rush hours) Victoria Embankment- Tooting Broadway up via Westminster and down via Blackfriars Bridges (worked with routes 4A, 22, 24) <i>Clapham and Streatham Depots</i> 2EX (Weekdays rush hours) Victoria Embankment-Balham (Marius Road) up via Westminster and down via Blackfriars Bridges <i>cars from route 2 allocation from Clapham Depot</i> (NIGHT 2) Victoria Embankment (Charing Cross)-Tooting Broadway up via Blackfriars and down via Westminster Bridges (worked with route NIGHT 18) <i>Clapham and Streatham Depots</i>
Wednesday 2nd August 1939	Route withdrawn 2EX (Weekdays rush hours) Victoria Embankment-Balham (Marius Road) up via Westminster and down via Blackfriars Bridges <i>cars from route 2 allocation from Clapham Depot</i>
Wednesday 1st April 1942	Route withdrawn 2A (Weekdays rush hours) Victoria Embankment- Tooting Broadway up via Westminster and down via Blackfriars Bridges (worked with routes 4A, 22, 24) <i>Clapham and Streatham Depots</i>
Wednesday 19th June 1946 Night services numbered	Routes (NIGHT 2 and 18) replaced by night route 1 (NIGHT 2) Victoria Embankment (Charing Cross)-Tooting Broadway up via Blackfriars and down via Westminster Bridges (worked with route NIGHT 18) <i>Clapham and Streatham Depots</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 2 Victoria Embankment- Wimbledon Station up via Westminster and down via Blackfriars Bridges (worked with route 4) <i>Clapham Depot</i>
Saturday 6th January 1951 Stage 2 of Bus conversion Clapham Depot converted to bus	Route replaced by 155B/W bus 2 Victoria Embankment- Wimbledon Station up via Westminster and down via Blackfriars Bridges (worked with route 4) <i>Clapham Depot</i>

Route CCT 2	
<u>October 1888 CNTC</u> Whitehorse Road (The Gloster)-Thornton Heath and Selhurst-Clifton Road-Thornton Heath closed	New horse route (CCT 2H) (Blue) Thornton Heath-West Croydon Station via Thornton Heath Pond <i>Thornton Heath Depot</i>
<u>Wednesday 1st January 1890 CNTC and CTC</u> The Croydon and Norwood Tramways Company became the second Croydon Tramways Company	Horse route taken over (CCT 2H) (Blue) Thornton Heath-West Croydon Station via Thornton Heath Pond <i>Thornton Heath Depot</i>
<u>May 1894 CTC</u> Coal gas tram trials	Coal gas tram trials (CCT 2H) (Blue) Thornton Heath-West Croydon Station via Thornton Heath Pond <i>Thornton Heath Depot</i>
<u>November 1894 CTC</u> Coal gas tram trials completed	Coal gas tram trials completed (CCT 2H) (Blue) Thornton Heath-West Croydon Station via Thornton Heath Pond <i>Thornton Heath Depot</i>
<u>Sunday 6th June 1897 CCT and CTC</u> Croydon (Crown Hill)-South Croydon (Green Dragon) constructed by CCT, leased to CTC and opened	Horse route withdrawn (CCT 2H) (Blue) Thornton Heath-West Croydon Station via Thornton Heath Pond <i>Thornton Heath Depot</i>
<u>Friday 10th January 1902 CCT</u> Thornton Heath Pond-Thornton Heath Station reopened	New route (CCT 2) Thornton Heath-Purley via Thornton Heath Pond <i>Thornton Heath Depot</i>
<u>Friday 24th January 1902 CCT</u>	Route allocation revised (CCT 2) Thornton Heath-Purley via Thornton Heath Pond <i>Thornton Heath Depot</i>
<u>October 1902 CCT</u>	Route allocation revised (CCT 2) Thornton Heath-Purley via Thornton Heath Pond <i>Thornton Heath Depot</i>

<u>Thursday 14th December 1905 CCT and SMET</u>	Route allocation revised (CCT 2) Thornton Heath-Purley via Thornton Heath Pond <i>Thornton Heath Depot</i>
<u>Friday 9th November 1906 CCT</u> Thornton Heath-Whitehorse Road (The Gloster) opened	Route extended (CCT 2) West Croydon Station-Purley via Whitehorse Road and Thornton Heath Pond <i>Thornton Heath Depot</i>
<u>Wednesday 15th January 1908 CCT</u>	New route (CCT 2/1) West Croydon Station-Thornton Heath Station via Whitehorse Road <i>Thornton Heath Depot</i> Route truncated (CCT 2) Thornton Heath-Purley via Thornton Heath Pond <i>Thornton Heath Depot</i>
<u>Saturday 4th July 1908 CCT</u> Whitehouse Road closed	Route withdrawn (CCT 2/1) West Croydon Station-Thornton Heath Station via Whitehorse Road <i>Thornton Heath Depot</i>
<u>Friday 28th July 1911 CCT</u> Whitehouse Road reopened	Route extended (CCT 2) Whitehorse Road (The Gloster)-Purley via Thornton Heath Pond <i>Thornton Heath Depot</i>
<u>Saturday 8th March 1913 CCT</u> Whitehouse Road finally closed	Route truncated (CCT 2) Thornton Heath-Purley via Thornton Heath Pond <i>Thornton Heath Depot</i>
<u>April 1916 CCT</u>	Destinations lettered for duration of the War Letters carried on headlamps: TH Thornton Heath
<u>May 1916 CCT</u>	Route informally numbered (CCT) 2 Thornton Heath-Purley via Thornton Heath Pond
<u>Monday 3rd November 1924 CCT</u>	Route truncated (CCT) 2 Thornton Heath-South Croydon (Greyhound) <i>Thornton Heath Depot</i>
<u>Sunday 7th February 1926 LCC and CCT</u> Through running at Norbury introduced CCT routes formally numbered although number stencils only used on class E/1 cars	Route numbered (CCT) 2 Thornton Heath-South Croydon (Greyhound) <i>Thornton Heath Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (CCT) 2 Thornton Heath-South Croydon (Greyhound) <i>Thornton Heath Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(CCT) 2 route renumbered 42 42 Thornton Heath-South Croydon (Greyhound) <i>Thornton Heath Depot</i>

Route WAL 2	
<u>Saturday 3rd June 1905 WAL</u> WALTHAMSTOW UDC LIGHT RAILWAYS OPENED Chingford Mount-Walthamstow-Leyton (Baker's Arms), Ferry Lane-Walthamstow-Woodford (Napier Arms), Markhouse Road-Higham Hill and Waterworks corner-Epping Forest (Rising Sun) opened 6 cars in procession, 2 decorated	New route (WAL 2) Leyton (Baker's Arms)-Chingford Mount <i>Walthamstow Depot</i>
<u>Sunday 24th January 1926 LEY, LCC and WAL</u> Through running extended	Route reduced (WAL 2) (Monday-Friday am rush hours and Saturday afternoon and evening) Leyton (Baker's Arms)-Chingford Mount <i>3 cars (8 on Saturday) from Walthamstow Depot</i>
<u>Sunday 1st January 1928 WAL</u> Walthamstow routes numbered	Route numbered (WAL) 2 (Monday-Friday am rush hours and Saturday afternoon and evening) Leyton (Baker's Arms)-Chingford Mount <i>3 cars (8 on Saturday) from Walthamstow Depot</i>
<u>Tuesday 12th May 1931 LCC, WAL and WHAM</u>	Route increased (WAL) 2 (Monday-Friday rush hours and Saturday afternoon) Leyton (Baker's Arms)-Chingford Mount <i>4 cars (9 on Saturday) from Walthamstow Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (WAL) 2 (Monday-Friday rush hours and Saturday afternoon) Leyton (Baker's Arms)-Chingford Mount <i>4 cars (9 on Saturday) from Walthamstow Depot</i>
<u>Thursday 4th April 1935</u>	Route withdrawn (WAL) 2 (Monday-Friday rush hours and Saturday afternoon) Leyton (Baker's Arms)-Chingford Mount <i>4 cars (9 on Saturday) from Walthamstow Depot</i>

Route WH 2	
<u>Tuesday 4th April 1904 WHAM</u> West Ham Church-Portway-Plashet Road / Green Street opened	New route (WH 2) Stratford-Plashet Road <i>Stratford Temporary Depot</i>
<u>Saturday 21st May 1904 LCC and WHAM</u> Plashet Road / Green Street-Barking Road (Boleyn) and Barking Road (Abbey Arms)-Freemasons Road-Victoria and Albert Docks opened	Route extended (WH 2) Stratford-Canning Town via Plashet Road and Boleyn <i>Stratford Temporary Depot</i>
<u>Friday 13th October 1905 WHAM</u> Tramway Avenue, Stratford opened	Route (WH 2) diverted
<u>Thursday 25th October 1906 WHAM</u>	Route allocations revised (WH 2) Stratford-Canning Town via Plashet Road and Boleyn <i>West Ham Depot</i>
<u>Friday 1st November 1907 EHAM and WHAM</u> Junction between West Ham and East Ham tramways installed at Plashet Road / Green Street / Plashet Road	Route allocations revised (WH 2) Stratford-Canning Town via Plashet Road and Boleyn <i>West Ham Depot</i>
<u>Wednesday 1st January 1913 WHAM</u> West Ham routes numbered	Route numbered: (WH) 2 Stratford-Canning Town via Plashet Road and Boleyn <i>West Ham Depot</i>
<u>Tuesday 13th January 1913 LCC and WHAM</u> Becton Road closed	Route truncated (WH) 2 Stratford-Boleyn via Plashet Road <i>West Ham Depot</i>
<u>Friday 23rd July 1926 WHAM</u>	Route reduced (WH) 2 Stratford-Boleyn via Plashet Road <i>West Ham Depot</i>
<u>Tuesday 12th May 1931 WHAM</u>	Route increased (WH) 2 Stratford-Boleyn via Plashet Road <i>West Ham Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (WH) 2 Stratford-Boleyn via Plashet Road <i>West Ham Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WH) 2 route renumbered 1A 1A Stratford-Boleyn via Plashet Road <i>West Ham Depot</i>

Route Tramlink 2	
<u>Tuesday 23rd May 2000</u>	Route opened 2 Croydon loop-Beckenham Junction <i>Therapia Lane Depot</i>
<u>Sunday 25th February 2018</u>	Route extended and unnumbered 2 Wimbledon-Croydon loop-Beckenham Junction <i>Therapia Lane Depot</i>

Route 3	
<u>Thursday 16th May 1889 LST and NMET</u> Gray's Inn Road and junction to NMET opened Through running to Holborn introduced	New horse route (3H) (Brown) Holborn-Hampstead via Great College Street <i>Hampstead (Cressy Road) Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (3H) (Brown) Holborn-Hampstead via Great College Street <i>Hampstead (Cressy Road) Depot</i>
<u>Sunday 12th February 1899 LCC</u>	New night horse route (NIGHT 3H) (Brown) Holborn-Hampstead via Great College Street <i>Hampstead (Cressy Road) Depot</i>
<u>Friday 2nd August 1901 NMET</u> Northern loop at Hampstead opened Mansfield Road-Agincourt Road-Constantine Road	Horse routes (3H) (Brown) and (NIGHT 3H) (Brown) diverted

<u>Sunday 1st April 1906 LCC and NMET and NMET</u> North Metropolitan Tramways Company lease terminated	Horse routes taken over (3H) (Brown) Holborn-Hampstead via Great College Street <i>Hampstead (Cressy Road) Depot</i> (NIGHT 3H) (Brown) Holborn-Hampstead via Great College Street <i>Hampstead (Cressy Road) Depot</i>
<u>Monday 16th September 1907 LCC</u> Work started on electrification works at Holborn Hall and the route on the lower part of Gray's Inn Road suspended	Horse routes truncated (3H) Holborn Hall-Hampstead via Great College Street <i>Hampstead (Cressy Road) Depot</i> (NIGHT 3H) Holborn Hall-Hampstead via Great College Street <i>Hampstead (Cressy Road) Depot</i>
<u>Wednesday 9th October 1907 LCC</u> Work completed on electrification works at Holborn Hall and the route on the lower part of Gray's Inn Road reinstated	Horse routes extended (3H) Holborn-Hampstead via Great College Street <i>Hampstead (Cressy Road) Depot</i> (NIGHT 3H) Holborn-Hampstead via Great College Street <i>Hampstead (Cressy Road) Depot</i>
<u>Thursday 5th December 1907 LCC</u> Grays Inn Road-King's Cross reopened for electric cars	Horse route truncated (3H) King's Cross-Hampstead via Great College Street <i>Hampstead (Cressy Road) Depot</i>
<u>November 1908 LCC</u> Route divided into two at Camden Town Station (NLR) for reconstruction work	Horse route (3H) divided
<u>December 1908 LCC</u> Route reinstated at Camden Town Station (NLR) after reconstruction work	Horse route (3H) reinstated
<u>Thursday 22nd July 1909 LCC</u> Kentish Town Road (South) reopened	Horse route diverted and truncated (3H) Camden Town Station (HHR)-Hampstead via Kentish Town <i>Hampstead (Cressy Road) Depot</i>
<u>Friday 10th September 1909 LCC</u> South Kentish Town (Great College Street)-Prince of Wales Road-Hampstead (South End Green) reopened for electric cars	New route (3) South Kentish Town (Great College Street)-Hampstead <i>Holloway Depot</i> Horse route withdrawn (3H) Camden Town Station (HHR)-Hampstead via Kentish Town <i>Hampstead (Cressy Road) Depot</i>
<u>Tuesday 14th September 1909 LCC</u> Great College Street, Camden Town-South Kentish Town reopened for electric cars Kentish Town Road (South) closed	New route (NIGHT 3) Holborn-Hampstead via Great College Street <i>Holloway Depot</i> Route extended (3) Holborn-Hampstead via Great College Street <i>Holloway Depot</i> Horse route withdrawn (NIGHT 3H) Holborn-Hampstead via Great College Street <i>Hampstead (Cressy Road) Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 3 Holborn-Hampstead via Great College Street <i>Holloway Depot</i>
<u>January 1914 LCC</u> <i>Hampstead Depot</i> opened	Route allocation revised 3 Holborn-Hampstead via Great College Street <i>Hampstead Depot</i>
<u>Sunday 9th January 1916 LCC</u>	Route allocation revised 3 Holborn-Hampstead via Great College Street <i>Holloway Depot</i>
<u>Thursday 13th May 1920 LCC</u>	Route allocation revised 3 Holborn-Hampstead via Great College Street <i>Hampstead Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 3 Holborn-Hampstead via Great College Street <i>Hampstead Depot</i> (NIGHT 3) Holborn-Hampstead via Great College Street <i>Holloway Depot</i>
<u>Sunday 10th July 1938</u> Trolleybus conversion	Route replaced by 513/613 trolleybus 3 Holborn-Hampstead via Great College Street <i>Hampstead Depot</i> (NIGHT 3) Holborn-Hampstead via Great College Street <i>Holloway Depot</i>

Route CCT 3	
<u>Saturday 15th January 1881 CTC</u> Croydon (Crown Hill)-East Croydon Station opened	New horse route (CCT 3H) (Red) Croydon (Crown Hill)-East Croydon Station <i>Thornton Heath Depot</i>

<u>Monday 6th March 1882 CTC</u> East Croydon-Addiscombe (The Alma) opened	Horse route extended (CCT 3H) (Red) Croydon (Crown Hill)-Addiscombe (The Alma) <i>Thornton Heath Depot</i>
<u>Thursday 2nd August 1883 CNTC and CTC</u> The Croydon Tramways Company merged with the Norwood and District Tramways company to form the Croydon and Norwood Tramways Company	Horse routes taken over (CCT 3H) (Red) Croydon (Crown Hill)-Addiscombe (The Alma) <i>Thornton Heath Depot</i>
<u>Saturday 15th December 1883 CNTC</u> Addiscombe (The Alma)-Woodside-Portland Road-South Norwood opened	Horse route extended (CCT 3H) (Red) Croydon (Crown Hill)-Addiscombe (The Alma)-Woodside-Portland Road-South Norwood <i>Thornton Heath and Woodside Depots</i>
<u>1884 CNTC</u> Fireless steam tram trials	Fireless steam tram trials (CCT 3H) (Red) Croydon (Crown Hill)-Addiscombe (The Alma)-Woodside-Portland Road-South Norwood <i>Woodside Depot</i>
<u>Tuesday 25th October 1887 CNTC</u> Company into liquidation	Horse route truncated (CCT 3H) (Red) Croydon (Crown Hill)-Addiscombe (The Alma)-(occasionally) Woodside <i>Thornton Heath Depot</i>
<u>Wednesday 1st January 1890 CNTC and CTC</u> The Croydon and Norwood Tramways Company became the second Croydon Tramways Company	Horse route taken over (CCT 3H) (Red) Croydon (Crown Hill)-Addiscombe (The Alma)-(occasionally) Woodside <i>Thornton Heath Depot</i>
<u>Sunday 6th June 1897 CCT and CTC</u> Croydon (Crown Hill)-South Croydon (Green Dragon) constructed by CCT, leased to CTC and opened	Horse route withdrawn (CCT 3H) (Red) Croydon (Crown Hill)-Addiscombe (The Alma)-(occasionally) Woodside <i>Thornton Heath Depot</i>
<u>Saturday 4th January 1902 CCT</u> Croydon (Crown Hill)-East Croydon-Addiscombe (Bingham Road Station) reopened	New route (CCT 3) Croydon (Crown Hill)-East Croydon-Addiscombe (Bingham Road Station) <i>Thornton Heath Depot</i>
<u>Friday 24th January 1902 CCT</u>	Route allocation revised (CCT 3) Croydon (Crown Hill)-East Croydon-Addiscombe (Bingham Road Station) <i>Thornton Heath and Purley Depots</i>
<u>October 1902 CCT</u>	Route allocation revised (CCT 3) Croydon (Crown Hill)-East Croydon-Addiscombe (Bingham Road Station) <i>Thornton Heath and Purley Depots</i>
<u>Thursday 14th December 1905 CCT and SMET</u>	Route allocation revised (CCT 3) Croydon (Crown Hill)-East Croydon-Addiscombe (Bingham Road Station) <i>Thornton Heath and Purley Depots</i>
<u>Friday 9th November 1906 CCT</u>	Route allocation revised (CCT 3) Croydon (Crown Hill)-East Croydon-Addiscombe (Bingham Road Station) <i>Thornton Heath and Purley Depots</i>
<u>April 1916 CCT</u>	Destinations lettered for duration of the War Letters carried on headlamps: G George Street or Addiscombe
<u>May 1916 CCT</u>	Route informally numbered (CCT) 3 Croydon (Crown Hill)-East Croydon-Addiscombe (Bingham Road Station) <i>Thornton Heath and Purley Depots</i>
<u>Sunday 7th February 1926 LCC and CCT</u> Through running at Norbury introduced CCT routes formally numbered although number stencils only used on class E/1 cars	Route numbered (CCT) 3 Croydon (Crown Hill)-East Croydon-Addiscombe (Bingham Road Station) <i>Thornton Heath and Purley Depots</i>
<u>Monday 28th March 1927 CCT</u> Addiscombe route closed	Route closed (CCT) 3 Croydon (Crown Hill)-East Croydon-Addiscombe (Bingham Road Station) <i>Thornton Heath and Purley Depots</i>

Route WAL 3	
--------------------	--

<u>Saturday 3rd June 1905 WAL</u> WALTHAMSTOW UDC LIGHT RAILWAYS OPENED Chingford Mount-Walthamstow-Leyton (Baker's Arms), Ferry Lane-Walthamstow- Woodford (Napier Arms), Markhouse Road- Higham Hill and Waterworks corner-Epping Forest (Rising Sun) opened 6 cars in procession, 2 decorated	New route (WAL 3) Ferry Lane-Walthamstow-Woodford (Napier Arms) <i>Walthamstow Depot</i>
<u>Sunday 1st January 1928 WAL</u> Walthamstow routes numbered	Route numbered (WAL) 3 Ferry Lane-Walthamstow-Woodford (Napier Arms) <i>Walthamstow Depot</i>
<u>Tuesday 12th May 1931 WAL</u>	Route increased (WAL) 3 Ferry Lane-Walthamstow-Woodford (Napier Arms) <i>Walthamstow Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (WAL) 3 Ferry Lane-Walthamstow-Woodford (Napier Arms) <i>Walthamstow Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WAL) 3 route renumbered 23 23 Ferry Lane-Walthamstow-Woodford (Napier Arms) <i>Walthamstow Depot</i>

Route WH 3	
<u>Thursday 7th December 1905 WHAM</u> Plaistow Station-Hermit Road-Barking Road (Trinity Church) and Barking Road (Trinity Church)-Becton Road-New Barn Street opened	New route (WH 3) Canning Town-Beckton Road-Victoria and Albert Docks <i>Stratford Temporary Depot</i>
<u>Thursday 25th October 1906 WHAM</u>	Route allocation revised (WH 3) Canning Town-Beckton Road-Victoria and Albert Docks <i>West Ham Depot</i>
<u>December 1907 BARK, EHAM, LEY and WHAM</u>	Route reduced (WH 3) Canning Town-Beckton Road-Victoria and Albert Docks (Monday to Saturday rush hours) <i>West Ham Depot</i>
<u>Wednesday 1st January 1913 WHAM</u> West Ham routes numbered	Route numbered: (WH) 3 Canning Town-Beckton Road-Victoria and Albert Docks (Monday to Saturday rush hours) <i>West Ham Depot</i>
<u>Tuesday 13th January 1913 WHAM</u> Becton Road closed	Route withdrawn (WH) 3 Canning Town-Beckton Road-Victoria and Albert Docks (Monday to Saturday rush hours) <i>West Ham Depot</i>
<u>Friday 23rd July 1926 WHAM</u>	New route (WH) 3 Stratford-Forest Gate-Green Street-Barking Road (Boleyn) <i>West Ham Depot</i>
<u>Saturday 16th October 1926 LCC and WHAM</u>	Route extended (WH) 3 Bow Bridge (rush hours)-Stratford-Forest Gate-Green Street-Barking Road (Boleyn) <i>West Ham Depot</i>
<u>Friday 1st September 1927 WHAM</u>	Route truncated (WH) 3 (rush hours) Bow Bridge-Stratford-Forest Gate-Romford Road / Green Street <i>West Ham Depot</i>
<u>Thursday 11th October 1928 WHAM</u>	Route withdrawn (WH) 3 (rush hours) Bow Bridge-Stratford-Forest Gate-Romford Road / Green Street <i>West Ham Depot</i>

Route LT Night 3	
Wednesday 19th June 1946 Night services numbered	Numbered night route 3 Battersea-Blackfriars <i>Wandsworth Depot</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 3 (NIGHT) Battersea-Blackfriars <i>Wandsworth Depot</i>
Saturday 30th September 1950 Stage 1 of Bus conversion Wandsworth Depot converted to bus	Route replaced by 288 bus 3 (NIGHT) Battersea-Blackfriars <i>Wandsworth Depot</i>

Route Tramlink 3	
Wednesday 10th May 2000 System opened	Route opened 3 Croydon loop-New Addington <i>Therapia Lane Depot</i>
Sunday 23rd July 2006	Route extended 3 Wimbledon-Croydon loop-New Addington <i>Therapia Lane Depot</i>
Sunday 25th February 2018	Route truncated and unnumbered 3 Croydon loop-New Addington <i>Therapia Lane Depot</i>

Routes 4/4A	Including horse bus route over Blackfriars Bridge
Friday 1st September 1871 PPG Blackfriars Road (Stamford Street)-St George's Circus	New horse bus route (4HB) (Red) Blackfriars Bridge-Ludgate Circus <i>Bricklayers Arms (Lawson Street) and Ewer Street Bus Depots</i>
Monday 11th September 1871 MST St George's Circus-Kennington Road (Lambeth Road) opened	New horse route (4H) (Dark Green) Blackfriars Bridge-St George's Circus-Kennington Road (Lambeth Road)-Kennington (Plough) <i>Clapham (High Street) Depot</i>
Monday 28th July 1873 LTC Metropolitan Street Tramway Company and Pimlico, Peckham and Greenwich Street Tramway Company sold to the London Tramways Company	Horse route taken over (4H) (Dark Green) Blackfriars Bridge-St George's Circus-Kennington Road (Lambeth Road)-Kennington (Plough) <i>Clapham (High Street) Depot</i>
Tuesday 28th December 1874 LTC Kennington (Horns)-Elephant and Castle-St George's Church opened	Horse route diverted (4H) (Dark Green) Blackfriars Bridge-Elephant and Castle-Kennington (Plough) <i>Clapham (High Street) Depot</i>
Monday 4th January 1875 LTC Kennington (Horns)-Elephant and Castle-St George's Church and St George's Road-Bricklayers Arms closed by Board of Trade	Horse route diverted (4H) (Dark Green) Blackfriars Bridge-St George's Circus-Kennington Road (Lambeth Road)-Kennington (Plough) <i>Clapham (High Street) Depot</i>
Monday 11th January 1875 LTC Kennington (Horns)-Elephant and Castle-St George's Church and St George's Road-Bricklayers Arms reopened	Horse route diverted (4H) (Dark Green) Blackfriars Bridge-Elephant and Castle-Kennington (Plough) <i>Clapham (High Street) Depot</i>
Saturday 28th July 1888 LTC Clapham (Plough)-Clapham (Nightingale Lane) opened	Horse route extended (4H) (Dark Green) Blackfriars Bridge-Elephant and Castle-Kennington (Nightingale Lane) <i>Clapham (High Street) Depot</i>
Saturday 15th December 1888 LTC Clapham (Nightingale Lane)-Tooting Bec Road opened	Horse route extended (4H) (Dark Green) Blackfriars Bridge-Elephant and Castle-Kennington-Tooting Bec Road <i>Balham and Clapham (High Street) Depots</i>
Tuesday 16th December 1890 LTC Tooting Bec Road-Tooting (Totterdown Street) opened	Horse routes extended (4H) (Dark Green) Blackfriars Bridge-Elephant and Castle-Kennington-Tooting (Totterdown Street) <i>Balham and Clapham (High Street) Depots</i>
Sunday 1st January 1899 LCC and LTC London Tramways Company purchased by LCC	Horse route taken over (4H) (Dark Green) Blackfriars Bridge-Elephant and Castle-Kennington-Tooting (Totterdown Street) <i>Balham and Clapham (High Street) Depots</i> Horse bus route taken over (4HB) (Red) Blackfriars Bridge-Ludgate Circus <i>Bricklayers Arms (Lawson Street) and Ewer Street Bus Depots</i>
Sunday 12th February 1899 LCC	New night horse bus route (NIGHT 4HB) Blackfriars Bridge-Ludgate Circus <i>Bricklayers Arms (Lawson Street) and Ewer Street Bus Depots</i>
Thursday 6th March 1902 LCC Horse bus routes withdrawn	Horse bus routes withdrawn (4HB) Blackfriars Bridge-Ludgate Circus <i>Bricklayers Arms (Lawson Street) and Ewer Street Bus Depots</i> (NIGHT 4HB) Blackfriars Bridge-Ludgate Circus <i>Bricklayers Arms (Lawson Street) and Ewer Street Bus Depots</i>
Friday 15th May 1903 LCC ROYAL OPENING Westminster Bridge, Blackfriars Bridge and Waterloo Station to Tooting (Totterdown Street) reopened for electric cars	New route (4) Blackfriars Bridge-Elephant and Castle-Tooting (Totterdown Street) <i>Balham and Clapham Depots</i> Horse route withdrawn (4H) Blackfriars Bridge-Elephant and Castle-Kennington-Tooting (Totterdown Street) <i>Balham and Clapham (High Street) Depots</i>

<u>Saturday 16th May 1903 LCC</u>	New night horse route (NIGHT 4H) Blackfriars Bridge-Elephant and Castle-Kennington Common <i>Clapham (High Street) Depot</i>
<u>Sunday 2nd August 1903 LCC</u> Camberwell New Road-Brixton Road (Handforth Road) reopened for electric cars	Route allocation revised (4) Blackfriars Bridge-Elephant and Castle-Tooting (Totterdown Street) <i>Balham, Camberwell (New Road) and Clapham Depots</i>
<u>Saturday 21st May 1904 LCC</u>	Route allocation revised (4) Blackfriars Bridge-Elephant and Castle-Tooting (Totterdown Street) <i>Balham, Camberwell (New Road) and Clapham Depots</i>
<u>Monday 30th May 1904 LCC</u> Brixton-Brixton, Water Lane reopened for electric cars	Route allocation revised (4) Blackfriars Bridge-Elephant and Castle-Tooting (Totterdown Street) <i>Balham, Camberwell (New Road) and Clapham Depots</i>
<u>Monday 27th June 1904 LCC</u>	New electric night route (NIGHT 4) Blackfriars Bridge-Elephant and Castle-Clapham Common <i>Clapham Depot</i> Horse night route withdrawn (NIGHT 4H) (Dark Green) Blackfriars Bridge-Elephant and Castle-Kennington Common <i>Clapham (High Street) Depot</i>
<u>July 1904 LCC</u>	Route allocation revised (4) Blackfriars Bridge-Elephant and Castle-Tooting (Totterdown Street) <i>Balham and Clapham Depot</i>
<u>Sunday 28th August 1904 LCC</u>	Route allocation revised (4) Blackfriars Bridge-Elephant and Castle-Tooting (Totterdown Street) <i>Clapham Depot</i>
<u>Sunday 6th August 1905 LCC</u> Tooting (Totterdown Street)-Tooting Broadway-Tooting (High Street) opened	Route extended (4) Blackfriars Bridge-Elephant and Castle-Tooting (High Street) <i>Clapham Depot</i>
<u>Sunday 13th October 1907 LCC</u> Tooting High St-Merton opened	Route extended (4) Blackfriars Bridge-Elephant and Castle-Tooting (High Street)-Merton <i>Clapham Depot</i>
<u>Monday 2nd March 1908 LCC</u>	Route withdrawn (NIGHT 4) Blackfriars Bridge-Elephant and Castle-Clapham Common Transfer tickets issued between route NIGHT 2 and NIGHT 18 <i>Clapham Depot</i>
<u>Tuesday 14th September 1909 LCC</u> Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Blackfriars Bridge Road and Blackfriars Bridge Road-Southwark Street-Southwark Bridge Road opened	Route extended (4) Merton (Longley Road)-Tooting-Clapham Common-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (worked with route 2) <i>Clapham Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 4 Victoria Embankment-Merton up via Blackfriars and down via Westminster Bridges (worked with route 2) <i>Clapham Depot</i>
<u>Sunday 27th July 1913 LCC</u>	Trailer route trailers on route 4 <i>Clapham Depot</i>
<u>Wednesday 1st September 1915 LCC</u> <i>Balham Depot</i> reopened for trailer cars	Trailer route <i>Balham Depot</i> reopened for trailers on route 4
<u>Tuesday 2nd May 1922 LCC and LUT</u> LCC purchased (LUT) tramways in Hammersmith together with <i>Chiswick Depot</i> and through running on routes 2, 4 and 26 introduced	New route (trailer cars) 4A Victoria Embankment-Merton up via Blackfriars and down via Westminster Bridges (worked with route 2A) <i>Clapham Depot</i> New route 4EX (Weekdays rush hours) Victoria Embankment-Balham (Marius Road) up via Blackfriars and down via Westminster Bridges (worked with route 2EX) <i>cars from route 4 allocation from Clapham Depot</i> Route extended (trailer cars withdrawn) 4 Victoria Embankment-Wimbledon Hill up via Blackfriars and down via Westminster Bridges (worked with route 2) <i>Clapham Depot</i>
<u>Sunday 4th June 1922 LCC</u>	Route reduced 4A (Weekdays rush hours) Merton (Longley Road)-Tooting-Clapham Common-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (worked with route 2A) <i>Clapham Depot</i>

<u>Monday 20th November 1922 LCC</u>	Trailers on route 4A withdrawn Route allocations revised 4 Victoria Embankment-Wimbledon Hill up via Blackfriars and down via Westminster Bridges (worked with route 2) <i>Clapham Depot</i> 4A (Weekdays rush hours) Merton (Longley Road)-Tooting-Clapham Common-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (worked with route 2A) <i>Clapham Depot</i>
<u>Monday 12th November 1923 LCC</u> Changing of route numbers on cars on Victoria Embankment loop (except route 76 and 80) discontinued	Route operation revised 4 Victoria Embankment-Wimbledon Hill up via Blackfriars and down via Westminster Bridges (worked with route 2) <i>Clapham Depot</i> 4A (Weekdays rush hours) Merton (Longley Road)-Tooting-Clapham Common-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (worked with route 2A) <i>Clapham Depot</i>
<u>Saturday 22nd May 1926 LCC and LUT</u>	Route extended 4 Victoria Embankment-Wimbledon Hill up via Blackfriars and down via Westminster Bridges (worked with route 2) (every other car extended to Kingston and Hampton Court on Saturday afternoons and evenings and Summer Sunday and Bank Holiday) <i>Clapham Depot</i>
<u>Thursday 6th October 1927 LCC</u>	Route truncated 4A (Weekdays rush hours) Victoria Embankment-Tooting Broadway up via Blackfriars and down via Westminster Bridges (worked with routes 2A, 22, 24) <i>Clapham and Streatham Depots</i>
<u>Saturday 16th May 1931 LCC and LUT</u> Cars on route 2 and 4 worked alongside new (LUT) trolleybuses between Wimbledon and Hampton Court	
<u>Sunday 30th August 1931 LCC</u>	Route truncated 4 Victoria Embankment-Wimbledon Hill up via Blackfriars and down via Westminster Bridges (worked with route 2) <i>Clapham Depot</i>
<u>Thursday 15th December 1932 LCC</u>	Route truncated 4 Victoria Embankment-Wimbledon Station up via Blackfriars and down via Westminster Bridges (worked with route 2) <i>Clapham Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 4 Victoria Embankment-Wimbledon Station up via Blackfriars and down via Westminster Bridges (worked with route 2) <i>Clapham Depot</i> 4A (Weekdays rush hours) Victoria Embankment-Tooting Broadway up via Blackfriars and down via Westminster Bridges (worked with routes 2A, 22, 24) <i>Clapham and Streatham Depots</i> 4EX (Weekdays rush hours) Victoria Embankment-Balham (Marius Road) up via Blackfriars and down via Westminster Bridges (worked with route 2EX) <i>cars from route 4 allocation from Clapham Depot</i>
Wednesday 2nd August 1939	Route withdrawn 4EX (Weekdays rush hours) Victoria Embankment-Balham (Marius Road) up via Blackfriars and down via Westminster Bridges (worked with route 2EX) <i>cars from route 4 allocation from Clapham Depot</i>
Wednesday 1st April 1942	Route withdrawn 4A (Weekdays rush hours) Victoria Embankment-Tooting Broadway up via Blackfriars and down via Westminster Bridges (worked with routes 2A, 22, 24) <i>Clapham and Streatham Depots</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 4 Victoria Embankment-Wimbledon Station up via Blackfriars and down via Westminster Bridges (worked with route 2) <i>Clapham Depot</i>
Saturday 6th January 1951 Stage 2 of Bus conversion Clapham Depot converted to bus	Route replaced by 155B/W bus 4 Victoria Embankment-Wimbledon Station up via Blackfriars and down via Westminster Bridges (worked with route 2) <i>Clapham Depot</i>

Route CCT 4	
--------------------	--

<p><u>Thursday 1st January 1880 CTC</u> West Croydon Station-Croydon (Crown Hill), West Croydon Station-Oakfield Road-St James' Road-Whitehorse Road (The Gloster) and St James' Road-Windmill Bridge opened</p>	<p>New horse routes (CCT 4/1H) (Blue) West Croydon Station-Oakfield Road-St James' Road-Whitehorse Road (The Gloster) <i>Thornton Heath Depot</i> (CCT 4/2H) (Blue) West Croydon Station-Oakfield Road-St James' Road-Windmill Bridge <i>Thornton Heath Depot</i></p>
<p><u>Monday 12th December 1881 CTC</u> Thornton Heath Pond-Thornton Heath Station-Whitehorse Road (The Gloster) opened St James' Road-Windmill Bridge closed</p>	<p>Horse route extended (CCT 4/1H) (Blue) West Croydon Station-Oakfield Road-St James' Road-Whitehorse Road (The Gloster)-Thornton Heath Station-Thornton Heath Pond <i>Thornton Heath Depot</i> Horse route withdrawn (CCT 4/2H) (Blue) West Croydon Station-Oakfield Road-St James' Road-Windmill Bridge <i>Thornton Heath Depot</i></p>
<p><u>Thursday 2nd August 1883 CNTC and CTC</u> The Croydon Tramways Company merged with the Norwood and District Tramways company to form the Croydon and Norwood Tramways Company</p>	<p>Horse route taken over (CCT 4/1H) (Blue) West Croydon Station-Oakfield Road-St James' Road-Whitehorse Road (The Gloster)-Thornton Heath Station-Thornton Heath Pond <i>Thornton Heath Depot</i></p>
<p><u>Saturday 15th December 1883 CNTC</u> Whitehorse Road (The Gloster)-Selhurst-South Norwood, Addiscombe (The Alma)-Woodside-Portland Road-South Norwood and Selhurst-Clifton Road-Thornton Heath opened</p>	<p>New horse routes (CCT 4H) (White) West Croydon Station-Oakfield Road-St James' Road-Whitehorse Road (The Gloster)- Selhurst-South Norwood <i>Thornton Heath and Woodside Depots</i> (CCT 4/3H) (White) Selhurst-Clifton Road-Thornton Heath <i>Thornton Heath Depot</i></p>
<p><u>Tuesday 25th October 1887 CNTC</u> Company into liquidation Selhurst-Clifton Road-Thornton Heath route only operated spasmodically</p>	<p>Horse route reduced (CCT 4/3H) (White) (spasmodic operation) Selhurst-Clifton Road-Thornton Heath <i>Thornton Heath Depot</i> Horse route truncated and allocation revised (CCT 4H) (White) West Croydon Station-Oakfield Road-St James' Road-Whitehorse Road (The Gloster)- Selhurst-South Norwood (Clock Tower) <i>Thornton Heath Depot</i></p>
<p><u>October 1888 CNTC</u> Whitehorse Road (The Gloster)-Thornton Heath and Selhurst-Clifton Road-Thornton Heath closed</p>	<p>Horse routes withdrawn (CCT 4/1H) (Blue) West Croydon Station-Oakfield Road-St James' Road-Whitehorse Road (The Gloster)-Thornton Heath Station-Thornton Heath Pond <i>Thornton Heath Depot</i> (CCT 4/3H) (White) (spasmodic operation) Selhurst-Clifton Road-Thornton Heath <i>Thornton Heath Depot</i></p>
<p><u>Wednesday 1st January 1890 CNTC and CTC</u> The Croydon and Norwood Tramways Company became the second Croydon Tramways Company</p>	<p>Horse route taken over (CCT 4H) (White) West Croydon Station-Oakfield Road-St James' Road-Whitehorse Road (The Gloster)- Selhurst-South Norwood (Clock Tower) <i>Thornton Heath Depot</i></p>
<p><u>Sunday 6th June 1897 CCT and CTC</u> Croydon (Crown Hill)-South Croydon (Green Dragon) constructed by CCT, leased to CTC and opened</p>	<p>Horse route extended (CCT 4H) (White and Blue) South Norwood (Clock Tower)-Selhurst-Whitehorse Road (The Gloster)-Oakfield Road-West Croydon Station-Croydon (Crown Hill)-Addiscombe (The Alma)-(occasionally) Woodside <i>Thornton Heath Depot</i></p>
<p><u>Monday 22nd January 1900 CCT and CTC</u> Croydon Tramways Company purchased by Croydon Council and leased to British Electric Traction Company</p>	<p>Horse route taken over (CCT 4H) (White and Blue) South Norwood (Clock Tower)-Selhurst-Whitehorse Road (The Gloster)-Oakfield Road-West Croydon Station-Croydon (Crown Hill)-Addiscombe (The Alma)-(occasionally) Woodside <i>Thornton Heath Depot</i></p>
<p><u>Saturday 4th January 1902 CCT</u> Croydon (Crown Hill)-East Croydon-Addiscombe (Bingham Road Station) reopened Addiscombe-Woodside closed</p>	<p>Horse route truncated (CCT 4H) (White and Blue) South Norwood (Clock Tower)-Selhurst-Whitehorse Road (The Gloster)-Oakfield Road-West Croydon Station <i>Thornton Heath Depot</i></p>
<p><u>Friday 24th January 1902 CCT</u> West Croydon Station-Selhurst Station opened</p>	<p>New route (CCT 4) West Croydon Station-Selhurst Station <i>Thornton Heath Depot</i> Horse route truncated (CCT 4H) (White and Blue) South Norwood (Clock Tower)-Selhurst <i>Thornton Heath Depot</i></p>
<p><u>Monday 17th February 1902 CCT</u> Selhurst Station-South Norwood (Portland Road) closed for reconstruction Croydon's last horse tram</p>	<p>Horse route withdrawn (CCT 4H) (White and Blue) South Norwood (Clock Tower)-Selhurst <i>Thornton Heath Depot</i></p>

<u>Friday 14th March 1902 CCT</u> Selhurst Station-South Norwood (Portland Road) opened	Route extended (CCT 4) West Croydon Station- South Norwood (Portland Road) <i>Thornton Heath Depot</i>
<u>October 1902 CCT</u>	Route allocation revised (CCT 4) West Croydon Station- South Norwood (Portland Road) <i>Thornton Heath and Purley Depots</i>
<u>Thursday 14th December 1905 CCT and SMET</u> South Norwood (Portland Road)-Penge Boundary (Selby Road) (authorised by SMET but built by CCT) opened	Route extended (CCT 4) West Croydon Station- Penge Boundary (Selby Road) <i>Thornton Heath and Purley Depots</i>
<u>Tuesday 13th February 1906 CCT and SMET</u> Penge Boundary (Selby Road)-Penge (Pawleyne Arms) opened	Route extended (CCT 4) West Croydon Station- Penge (Pawleyne Arms) <i>Thornton Heath and Purley Depots</i>
<u>Thursday 12th April 1906 CCT and SMET</u> Penge (Pawleyne Arms)-Penge (Thickett Road) and Anerley (Robin Hood)-Crystal Palace (LBSCR) Station opened	Route extended (CCT 4) West Croydon Station-Penge (Thickett Road) <i>Thornton Heath and Purley Depots</i>
<u>Friday 1st June 1906 CCT and SMET</u> BET / CCT lease terminated Route divided at Penge Boundary (Selby Road)	Route truncated (CCT 4) West Croydon Station- Penge Boundary (Selby Road) <i>Thornton Heath and Purley Depots</i>
<u>Monday 24th June 1907 CCT and SMET</u> Through running via Croydon-Penge (Selby Road) boundary introduced	Route extended (CCT 4) West Croydon Station- Penge (Thickett Road) <i>Thornton Heath and Purley Depots</i>
<u>March 1916 CCT and SMET</u> Penge (Thickett Road)-Penge (Pawleyne Arms) closed	Route truncated (CCT 4) West Croydon Station- Penge (Pawleyne Arms) <i>Thornton Heath and Purley Depots</i>
<u>May 1916 CCT</u>	Route informally numbered (CCT) 4 West Croydon Station- Penge (Pawleyne Arms) <i>Thornton Heath and Purley Depots</i>
<u>May 1919 CCT and SMET</u> Penge (Thickett Road)-Penge (Pawleyne Arms) reopened	Route reinstated (CCT) 4 West Croydon Station- Penge (Thickett Road) <i>Thornton Heath and Purley Depots</i>
<u>Monday 3rd November 1924 CCT and SMET</u> Oakfield Road loop, West Croydon closed (CCT 4) and (SMET 5) routes affected	
<u>Sunday 7th February 1926 LCC and CCT</u> Through running at Norbury introduced CCT routes formally numbered although number stencils only used on class E/1 cars	Route numbered (CCT) 4 West Croydon Station-Penge (Thickett Road) <i>Thornton Heath and Purley Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (CCT) 4 West Croydon Station-Penge (Thickett Road) <i>Thornton Heath and Purley Depots</i>
<u>Thursday 7th December 1933</u>	Route withdrawn (CCT) 4 West Croydon Station-Selhurst Station- South Norwood-Penge (Thickett Road) <i>Thornton Heath and Purley Depots</i>

Route WAL 4	
<u>Saturday 3rd June 1905 WAL</u> WALTHAMSTOW UDC LIGHT RAILWAYS OPENED Chingford Mount-Walthamstow-Leyton (Baker's Arms), Ferry Lane-Walthamstow-Woodford (Napier Arms), Markhouse Road-Higham Hill and Waterworks corner-Epping Forest (Rising Sun) opened 6 cars in procession, 2 decorated	New route (WAL 4) Ferry Lane-Walthamstow-Walthamstow (Wood Street) <i>Walthamstow Depot</i>
<u>Thursday 1st March 1917 WAL</u>	Route reduced (WAL 4) Ferry Lane-Walthamstow-Walthamstow (Wood Street) <i>Walthamstow Depot</i>
<u>Sunday 1st January 1928 WAL</u> Walthamstow routes numbered	Route numbered (WAL) 4 Ferry Lane-Walthamstow-Walthamstow (Wood Street) <i>Walthamstow Depot</i>
<u>Tuesday 12th May 1931 WAL</u>	Route withdrawn (WAL) 4 Ferry Lane-Walthamstow-Walthamstow (Wood Street) <i>Walthamstow Depot</i>

Route WH 4	
<u>Monday 23rd May 1904 WHAM</u> Forest Gate (Princess Alice)-Upton Lane-Plaistow Broadway opened	New route (WH 4) Forest Gate-Plaistow-Abbey Arms-Victoria and Albert Docks <i>Stratford Temporary Depot</i>
<u>Saturday 30th July 1904 WHAM</u> Public opening of Forest Gate (Princess Alice)-Wanstead Flats route	Route extended (WH 4) Wanstead Flats-Forest Gate-Plaistow-Abbey Arms-Victoria and Albert Docks <i>Stratford Temporary Depot</i>
<u>Thursday 25th October 1906 WHAM</u>	Route allocation revised (WH 4) Wanstead Flats-Forest Gate-Plaistow-Abbey Arms-Victoria and Albert Docks <i>West Ham Depot</i>
<u>Wednesday 1st May 1912 WHAM</u> Through running via Wanstead Flats extended	Route allocation revised (WH 4) Wanstead Flats-Forest Gate-Plaistow-Abbey Arms-Victoria and Albert Docks <i>West Ham Depot</i>
<u>Wednesday 1st January 1913 WHAM</u> West Ham routes numbered	Route numbered: (WH) 4 Wanstead Flats-Forest Gate-Plaistow-Abbey Arms-Victoria and Albert Docks <i>West Ham Depot</i>
<u>Wednesday 1st April 1914 LCC and WHAM</u>	Route withdrawn (WH) 4 Wanstead Flats-Forest Gate-Plaistow-Abbey Arms-Victoria and Albert Docks <i>West Ham Depot</i>
<u>Thursday 1st March 1917 LEY, WAL and WHAM</u>	Reinstated route (WH) 4 (rush hours) Wanstead Flats-Forest Gate-Plaistow-Abbey Arms-Victoria and Albert Docks <i>West Ham Depot</i>
<u>Thursday 11th October 1928 WHAM</u>	Route increased (WH) 4 (rush hours and Sunday) Wanstead Flats-Forest Gate-Plaistow-Abbey Arms-Victoria and Albert Docks <i>West Ham Depot</i>
<u>Tuesday 12th May 1931 WHAM</u>	Route withdrawn (WH) 4 (rush hours and Sunday) Wanstead Flats-Forest Gate-Plaistow-Abbey Arms-Victoria and Albert Docks <i>West Ham Depot</i>

Route Tramlink 4	
Monday 25th June 2012	Route opened 4 Therapia Lane-Elmers End <i>Therapia Lane Depot</i>
Monday 4th April 2016	Route extended 4 Wimbledon-Elmers End <i>Therapia Lane Depot</i>
Sunday 25th February 2018	Route withdrawn

Route 5	
<u>Monday 1st April 1872 LST</u> Camden Town Station (NLR)-Great College Street-Pancras Road-King's Cross opened	New horse route (5H) (Blue) King's Cross-Great College Street-Camden Town Station (NLR) <i>Temporary Sidings at Camden Town Wharf</i>
<u>Monday 10th May 1880 LST</u> Kentish Town Road-Prince of Wales Road-Hampstead (Southampton Road) opened	Horse route extended (5H) (Blue) King's Cross-Great College Street-Camden Town Station (NLR)-Kentish Town Road-Prince of Wales Road-Hampstead (Southampton Road) <i>Temporary Sidings at Camden Town Wharf and Kentish Town (Junction Road) Depot</i>
<u>Monday 25th June 1883 LST</u> Angel Islington-Pentonville Road-King's Cross opened	Horse route extended (5H) (Blue) Angel Islington-King's Cross-Great College Street-Camden Town Station (NLR)-Kentish Town Road-Prince of Wales Road-Hampstead (Southampton Road) <i>Angel (Pentonville Road) Depot</i>

<u>Thursday 17th June 1886 LST</u> Camden Town (Mother Redcap-Kentish Town Road (Rochester Road) and Hampstead (Southampton Road)-Hampstead (Fleet Road) opened	Horse route extended (5H) (Blue) Angel Islington-King's Cross-Great College Street-Camden Town Station (NLR)-Prince of Wales Road-Hampstead (Fleet Road) <i>Angel (Pentonville Road) and Hampstead (Park Road) Depots</i>
<u>Sunday 26th June 1887 LST</u> Kentish Town Road-Parliament Hill Fields (Swains Lane) and Hampstead (Fleet Road)-Hampstead (South End Green) opened	Horse route extended (5H) (Blue) Angel Islington-King's Cross-Hampstead via Great College Street <i>Angel (Pentonville Road) and Hampstead (Park Road) Depots</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (5H) (Blue) Angel Islington-King's Cross-Hampstead via Great College Street <i>Angel (Pentonville Road) and Hampstead (Park Road) Depots</i>
<u>Monday 4th April 1898 NMET</u> Junction installed between Pentonville Road and City Road at Angel Islington	Horse route extended (5H) (Blue) Moorgate-Angel Islington-King's Cross-Hampstead via Great College Street <i>Angel (Pentonville Road) and Hampstead (Park Road) Depots</i>
<u>Friday 2nd August 1901 NMET</u> Northern loop at Hampstead opened Mansfield Road-Agincourt Road-Constantine Road	Horse route (5H) (Blue) diverted
<u>Wednesday 5th November 1902 NMET</u>	Horse route reduced (5H) (Blue) Moorgate (Workman's cars only)-Angel Islington-King's Cross-Hampstead via Great College Street <i>Angel (Pentonville Road) and Hampstead (Park Road) Depots</i>
<u>By March 1906 NMET</u>	Horse route increased (5H) (Blue) Moorgate-Angel Islington-King's Cross-Hampstead via Great College Street <i>Angel (Pentonville Road) and Hampstead (Park Road) Depots</i>
<u>Sunday 1st April 1906 LCC and NMET and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (5H) (Blue) Moorgate-Angel Islington-King's Cross-Hampstead via Great College Street <i>Angel (Pentonville Road) and Hampstead (Park Road) Depots</i>
<u>Monday 29th July 1907 LCC</u> Old Street-Angel Islington-King's Cross reopened for electric cars	New routes (5) Moorgate-Angel Islington-King's Cross <i>Poplar Depot</i> Horse route truncated (5H) King's Cross-Hampstead via Great College Street <i>Hampstead (Park Road) Depot</i>
<u>Wednesday 18th December 1907 LCC</u> Track work on Highbury Bridge completed	Route allocation revised (5) Moorgate-Angel Islington-King's Cross <i>Holloway Depot</i>
<u>November 1908 LCC</u> Route divided into two at Camden Town Station (NLR) for reconstruction work	Horse route (5H) divided
<u>December 1908 LCC</u> Route reinstated at Camden Town Station (NLR) after reconstruction work	Horse route (5H) reinstated
<u>Thursday 22nd July 1909 LCC</u> King's Cross-Pancras Road reopened and Crowndale Road opened for electric cars Kentish Town Road (South) reopened	Route extended (5) Moorgate-Angel Islington-King's Cross-Crowndale Road-Camden Town Station (HHR) <i>Holloway Depot</i> Horse route withdrawn (5H) King's Cross-Hampstead via Great College Street <i>Hampstead (Park Road) Depot</i>
<u>Friday 25th March 1910 LCC</u>	Route extended (5) Moorgate-Angel Islington-King's Cross-Camden Town-Chalk Farm Road-Chalk Farm-Hampstead Heath <i>Holloway Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 5 Moorgate-Angel Islington-King's Cross-Camden Town-Chalk Farm Road-Chalk Farm-Hampstead Heath <i>Holloway Depot</i>
<u>January 1914 LCC</u> <i>Hampstead Depot</i> opened	Route allocation revised 5 Moorgate-Angel Islington-King's Cross-Camden Town-Chalk Farm Road-Chalk Farm-Hampstead Heath <i>Hampstead Depot</i>

<u>Sunday 9th January 1916 LCC</u>	Route allocation revised 5 Moorgate-Angel Islington-King's Cross-Camden Town-Chalk Farm Road-Chalk Farm-Hampstead Heath <i>Holloway Depot</i>
<u>Thursday 13th May 1920 LCC</u>	Route allocation revised 5 Moorgate-Angel Islington-King's Cross-Camden Town-Chalk Farm Road-Chalk Farm-Hampstead Heath <i>Hampstead Depot</i>
<u>Wednesday 9th July 1924 LCC</u>	Route allocation revised 5 Moorgate-Angel Islington-King's Cross-Camden Town-Chalk Farm Road-Chalk Farm-Hampstead Heath <i>Hampstead Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 5 Moorgate-Angel Islington-King's Cross-Camden Town-Chalk Farm Road-Chalk Farm-Hampstead Heath <i>Hampstead Depot</i>
<u>Sunday 10th July 1938</u> Trolleybus conversion	Route replaced by 639 trolleybus 5 Moorgate-Angel Islington-King's Cross-Camden Town-Chalk Farm Road-Chalk Farm-Hampstead Heath <i>Hampstead Depot</i>

Route SMET 5/5A	
<u>Thursday 12th April 1906 CCT and SMET</u> Penge (Pawleyne Arms)-Penge (Thickett Road) and Anerley (Robin Hood)-Crystal Palace (LBSCR) Station opened	New route (SMET 5) Anerley (Robin Hood)-Crystal Palace (LBSCR) Station <i>Penge Depot</i>
<u>Monday 28th May 1906 SMET</u> Crystal Palace (LBSCR) Station-Crystal Palace opened	Route extended (SMET 5) Anerley (Robin Hood)-Crystal Palace <i>Penge Depot</i>
<u>Friday 1st June 1906 CCT and SMET</u> BET / CCT lease terminated Route divided at Penge Boundary (Selby Road)	New route (SMET 5/1) Penge (Thickett Road)-Anerley-Crystal Palace <i>Penge Depot</i> Route extended (SMET 5) Penge Boundary (Selby Road)-Anerley-Crystal Palace <i>Penge Depot</i>
<u>January 1907</u>	Route diverted (SMET 5/1) Penge (Thickett Road)-Anerley-Penge Boundary (Selby Road) <i>Penge Depot</i>
<u>Monday 24th June 1907 CCT and SMET</u> Through running via Croydon-Penge (Selby Road) boundary introduced	Route extended (SMET 5) West Croydon Station-Selhurst Station- South Norwood-Anerley-Crystal Palace <i>Penge Depot</i> Route withdrawn (SMET 5/1) Penge (Thickett Road)-Anerley-Penge Boundary (Selby Road) <i>Penge Depot</i>
<u>May 1916 SMET</u> Routes numbered	Route numbered (SMET) 5 West Croydon Station-Selhurst Station- South Norwood-Anerley-Crystal Palace <i>Penge Depot</i>
<u>Monday 3rd November 1924 CCT and SMET</u> Oakfield Road loop, West Croydon closed (CCT 4) and (SMET 5) routes affected	
<u>Thursday 3rd May 1928 SMET</u>	New route (short workings numbered) (SMET) 5A South Norwood (Selby Road)-Anerley-Crystal Palace <i>cars from main route 5</i>
<u>Thursday 8th May 1930 SMET</u>	Route withdrawn (SMET) 5A South Norwood (Selby Road)-Anerley-Crystal Palace <i>cars from main route 5</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 (SMET) 5 West Croydon Station-Selhurst Station- South Norwood-Anerley-Crystal Palace <i>Penge Depot</i>
<u>Thursday 7th December 1933</u>	Route strengthened (SMET) 5 West Croydon Station-Selhurst Station- South Norwood-Anerley-Crystal Palace <i>Penge Depot</i>

Sunday 9th February 1936 Trolleybus conversion Penge tram Depot closed	Route replaced by trolleybus 654 (SMET) 5 West Croydon Station-Selhurst Station- South Norwood-Anerley-Crystal Palace <i>Penge Depot</i>
--	--

Route WAL 5	
Saturday 3rd June 1905 WAL WALTHAMSTOW UDC LIGHT RAILWAYS OPENED Chingford Mount-Walthamstow-Leyton (Baker's Arms), Ferry Lane-Walthamstow-Woodford (Napier Arms), Markhouse Road-Higham Hill and Waterworks corner-Epping Forest (Rising Sun) opened 6 cars in procession, 2 decorated	New route (WAL 5) Markhouse Road-Higham Hill <i>Walthamstow Depot</i>
May 1906 WAL	New route (WAL 5/1) Markhouse Road-Walthamstow-Woodford (Napier Arms) <i>Walthamstow Depot</i> Route reduced (WAL 5) Markhouse Road-Higham Hill <i>Walthamstow Depot</i>
October 1906 WAL	Route restored (WAL 5) Markhouse Road-Higham Hill <i>Walthamstow Depot</i> Route withdrawn (WAL 5/1) Markhouse Road-Walthamstow-Woodford (Napier Arms) <i>Walthamstow Depot</i>
Thursday 1st March 1917 WAL	Route increased (WAL 5) Markhouse Road-Higham Hill <i>Walthamstow Depot</i>
Sunday 1st January 1928 WAL Walthamstow routes numbered	Route numbered (WAL) 5 Markhouse Road-Higham Hill <i>Walthamstow Depot</i>
Saturday 1st July 1933 LPTB LPTB took over all London tramways	Route at 1st July 1933 (WAL) 5 Markhouse Road-Higham Hill <i>Walthamstow Depot</i>
Wednesday 3rd October 1934 LPTB renumbered many duplicated routes	(WAL) 5 route renumbered 85 85 Markhouse Road-Higham Hill <i>Walthamstow Depot</i>

Routes WH 5/5A	
Monday 23rd May 1904 WHAM Forest Gate (Princess Alice)-Upton Lane-Plaistow Broadway opened	New route (WH 5) Canning Town-Abbey Arms-Plaistow-Forest Gate <i>Stratford Temporary Depot</i>
Saturday 30th July 1904 WHAM Public opening of Forest Gate (Princess Alice)-Wanstead Flats route	Route extended (WH 5) Canning Town-Abbey Arms-Plaistow-Forest Gate-Wanstead Flats <i>Stratford Temporary Depot</i>
Wednesday 5th October 1904 WHAM Forest Gate (Princess Alice)-Romford Road-Green Street / Plashet Road opened	Route diverted (WH 5) Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats <i>Stratford Temporary Depot</i>
Thursday 25th October 1906 WHAM	Route allocation revised (WH 5) Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats <i>West Ham Depot</i>
Friday 31st May 1907 LEY and WHAM Through running arrangements altered	New route (WH 5/1) (Summer Saturday afternoon and Sunday) Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats-Leytonstone-Whipps Cross-Epping Forest (Rising Sun) <i>Cars from Leyton and West Ham Depots as required</i>
Friday 6th November 1908 LCC and WHAM Isolated line in East India Dock Road from Canning Town to Poplar electrified (overhead system) for use by West Ham cars	Routes extended (WH 5) Poplar-Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats <i>West Ham Depot</i> (WH 5/1) (Summer Saturday afternoon and Sunday) Poplar-Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats-Leytonstone-Whipps Cross-Epping Forest (Rising Sun) <i>Cars from Leyton and West Ham Depots as required</i>

<u>Wednesday 1st May 1912 LEY, WAL and WHAM</u>	Route withdrawn (WH 5/1) (Summer Saturday afternoon and Sunday) Poplar-Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats-Leytonstone-Whipps Cross-Epping Forest (Rising Sun) <i>Cars from Leyton and West Ham Depots as required</i>
<u>Friday 20th December 1912 BARK, EHAM, LCC and WHAM</u> LCC and WHAM systems connected and plough shift at Canning Town installed	Route truncated (WH 5) Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats <i>West Ham Depot</i>
<u>Wednesday 1st January 1913 WHAM</u> West Ham routes numbered	Route numbered: (WH) 5 Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats <i>West Ham Depot</i>
<u>Monday 3rd October 1921 EHAM and WHAM</u>	New route (WH) 5A Barking Road (Boleyn)- Green Street-Forest Gate-Wanstead Flats <i>Short working cars from route (WH) 5</i>
<u>Saturday 1st April 1922 WHAM</u>	Route extended (WH) 5 Limehouse (Burdett Road) (Monday to Saturday rush hours)-Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats <i>West Ham Depot</i> Route reduced (WH) 5A (Saturday and Sunday) Barking Road (Boleyn)- Green Street-Forest Gate-Wanstead Flats <i>Short working cars from route (WH) 5</i>
<u>Friday 30th June 1922 WHAM</u>	Route truncated (WH) 5 Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats <i>West Ham Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 (WH) 5 Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats <i>West Ham Depot</i> (WH) 5A (Saturday and Sunday) Barking Road (Boleyn)- Green Street-Forest Gate-Wanstead Flats <i>Short working cars from route (WH) 5</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WH) 5 and (WH) 5A routes combined and renumbered 95 95 Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats <i>West Ham Depot</i>

Route LT Night 5	
<u>Wednesday 19th June 1946</u> Night services numbered	Numbered night route 5 Downham-Old Kent Road-Blackfriars <i>New Cross Depot</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 5 (NIGHT) Downham-Old Kent Road-Blackfriars <i>New Cross Depot</i>
<u>Saturday 5th January 1952</u> Stage 6 of Bus conversion	Route replaced by 285 bus 5 (NIGHT) Downham-Old Kent Road-Blackfriars <i>New Cross Depot</i>

Route 6	
<u>Monday 19th September 1904 LCC</u> Elephant and Castle to St George's Church reopened for electric cars, Newington Causeway to Southwark Bridge (south side) reopened for electric cars, Southwark Bridge Road to St George's Church (Marshalsea Road) opened and St George's Church to Bricklayers Arms reopened for electric cars (all ready for electric route since Monday 1st August 1904)	New route (6) Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Clapham Common (Weekdays) <i>Clapham Depot</i>
<u>Monday 10th October 1904 LCC</u>	Route reduced (6) Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Clapham Common (Weekdays, not afternoons) <i>Clapham Depot</i>
<u>Thursday 5th December 1907 LCC</u>	Route extended (6) Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Clapham Common (Nightingale Lane)-(Weekdays, not afternoons) <i>Clapham Depot</i>

<u>Monday 6th April 1908 LCC</u>	Route extended (6) Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Clapham Common-Tooting Broadway (Weekdays, not afternoons) <i>Clapham Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 6 Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Clapham Common-Tooting Broadway (Weekdays, not afternoons) <i>Clapham Depot</i>
<u>Wednesday 23rd October 1912 LCC</u> Connection between Kennington Road and Lambeth Road opened	Route operation revised 6 Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Clapham Common-Tooting Broadway (Weekdays, not afternoons) (rush hours morning down cars and evening up cars via St George's Circus and Lambeth Road) <i>Clapham Depot</i>
<u>Wednesday 10th January 1917 LCC</u>	Route operation revised 6 Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Clapham Common-Tooting Broadway (Weekdays, not afternoons) (rush hours morning cars and evening up cars via St George's Circus and Lambeth Road) <i>Clapham Depot</i>
<u>1917 LCC</u>	Route diverted 6 Southwark Bridge-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway (Weekdays, not afternoons) (rush hours morning cars and evening up cars via St George's Circus and Lambeth Road) <i>Clapham Depot</i>
<u>Monday 10th March 1919 LCC</u>	Route operation revised 6 Southwark Bridge (not Saturday pm)-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway (Weekdays) (rush hours morning cars and evening up cars via St George's Circus and Lambeth Road) <i>Clapham Depot</i>
<u>by May 1919 LCC</u>	Route operation revised 6 Southwark Bridge (not Saturday pm)-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway (Weekdays) (rush hours morning cars and evening up cars via St George's Circus and Lambeth Road) (Sunday afternoon and evening between St George's Church and Longley Road, Merton) <i>Clapham Depot</i>
<u>Monday 24th November 1919 LCC</u>	Route operation revised 6 Southwark Bridge (not Saturday pm or Sunday)-St George's Church-Elephant and Castle-Clapham Common-Tooting Junction (rush hours morning cars and evening up cars via St George's Circus and Lambeth Road) <i>Clapham Depot</i>
<u>Thursday 16th June 1921 LCC</u>	Route operation revised 6 Southwark Bridge (Weekdays rush hours)-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway (worked with route 10) <i>Clapham Depot</i>
<u>Thursday 11th January 1923 LCC</u>	New route 6A (Weekdays) Southwark Bridge-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway <i>Clapham Depot</i>
<u>Monday 23rd April 1923 LCC</u>	Route withdrawn 6A (Weekdays) Southwark Bridge-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway <i>Clapham Depot</i>
<u>Monday 24th November 1924 LCC</u>	Route operation revised 6 Southwark Bridge (Weekdays rush hours)-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-Streatham-Brixton-Southwark Bridge (worked with route 10) <i>Clapham and Streatham Depots</i>
<u>Tuesday 14th July 1925 LCC</u> Southwark Bridge extension opened	Route extended 6 City and Southwark (Weekdays rush hours)-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-Streatham-Brixton-Southwark Bridge (worked with route 10) <i>Clapham and Streatham Depots</i>
<u>Monday 21st or Thursday 31st December 1925 LCC</u>	Route operation revised 6 City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-Streatham-Brixton-Southwark Bridge (worked with route 10) <i>Clapham and Streatham Depots</i>
<u>Thursday 19th July 1928 LCC</u>	Route diverted 6 City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-Mitcham Cricket Green <i>Clapham Depot</i>

Saturday 1st July 1933 LPTB LPTB took over all London tramways	Route at 1st July 1933 6 City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-Mitcham Cricket Green <i>Clapham Depot</i>
Thursday 7th December 1933	Route reduced 6 City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-Tooting Junction <i>Clapham Depot</i>
Saturday 28th September 1935	Route extended 6 City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-Tooting Junction-(Weekdays) Mitcham Fair Green <i>Clapham Depot</i>
Sunday 14th June 1936	Route increased 6 City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-Tooting Junction-Mitcham Fair Green <i>Clapham Depot</i>
Sunday 18th October 1936	Route reduced 6 City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-Tooting Junction-(Weekdays) Mitcham Fair Green <i>Clapham Depot</i>
Sunday 30th May 1937	Route increased 6 City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-Tooting Junction-Mitcham Fair Green <i>Clapham Depot</i>
Sunday 12th September 1937 Trolleybus conversion	Route reduced 6 City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-Tooting, Amen Corner <i>Clapham Depot</i>
Saturday 21st May 1938	Route reduced and diverted 6 (Weekdays) City and Southwark-St George's Church-Elephant and Castle- Clapham Common-Tooting Broadway-Tooting, Amen Corner or (Saturday afternoons and evenings) Wimbledon <i>Clapham Depot</i>
Wednesday 4th December 1940	Route reduced 6 (Weekdays, not evenings) City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-Tooting, Amen Corner or (Saturday afternoons) Wimbledon <i>Clapham Depot</i>
Wednesday 16th April 1941	Route increased 6 (Weekdays, not Saturday evenings) City and Southwark-St George's Church- Elephant and Castle-Clapham Common-Tooting Broadway-Tooting, Amen Corner or (Saturday afternoons) Wimbledon <i>Clapham Depot</i>
Wednesday 29th October 1941	Route reduced 6 (Weekdays, not evenings) City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-Tooting, Amen Corner or (Saturday afternoons) Wimbledon <i>Clapham Depot</i>
Wednesday 21st April 1943	Route reduced 6 (Weekdays, not evenings or Monday to Friday midday) City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway- Tooting, Amen Corner or (Saturday afternoons) Wimbledon <i>Clapham Depot</i>
Saturday 24th July 1943	Route reduced 6 (Weekdays, not evenings or Monday to Friday midday) City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway- Tooting, Amen Corner <i>Clapham Depot</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 6 (Weekdays, not evenings or Monday to Friday midday) City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway- Tooting, Amen Corner <i>Clapham Depot</i>
Wednesday 19th October 1949	Route reduced on Saturday 6 (Weekdays, not evenings or Monday to Friday midday) City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Balham (Marius Road)- (not Saturday mornings) Tooting, Amen Corner <i>Clapham Depot</i>

Wednesday 2nd November 1949	Route extended on Saturday 6 (Weekdays, not evenings or Monday to Friday midday) City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-(not Saturday mornings) Tooting, Amen Corner <i>Clapham Depot</i>
Saturday 6th January 1951 Stage 2 of Bus conversion Clapham Depot converted to bus	Route replaced by 189/189A bus 6 (Weekdays, not evenings or Monday to Friday midday) City and Southwark-St George's Church-Elephant and Castle-Clapham Common-Tooting Broadway-(not Saturday mornings) Tooting, Amen Corner <i>Clapham Depot</i>

Route SMET 6	
Saturday 26th May 1906 SMET Tooting Junction-Mitcham-Croydon (Canterbury Road) and Mitcham-Mitcham (Cricketers) opened	New routes (SMET 6) Tooting Junction-Mitcham-Croydon (Canterbury Road) <i>Mitcham Road (Aurelia Road) Depot</i> (SMET 6/1) Mitcham-Mitcham (Cricketers) <i>Mitcham Road (Aurelia Road) Depot</i>
Saturday 14th July 1906 SMET Croydon (Canterbury Road)-Croydon (Lower Church Street) opened	Route extended (SMET 6) Tooting Junction-Mitcham-Croydon (Lower Church Street) <i>Mitcham Road (Aurelia Road) Depot</i>
Sunday 11th November 1906 SMET Sutton Depot-Carshalton-Wallington-West Croydon opened	Route extended (SMET 6) Tooting Junction-Mitcham-West Croydon <i>Mitcham Road (Aurelia Road) Depot</i>
March 1916 CCT and SMET Mitcham-Mitcham (Cricketers) closed	Route withdrawn (SMET 6/1) Mitcham-Mitcham (Cricketers) <i>Mitcham Road (Aurelia Road) Depot</i>
May 1916 SMET Routes numbered	Route numbered (SMET) 6 Tooting Junction-Mitcham-West Croydon <i>Mitcham Road (Aurelia Road) Depot</i>
Tuesday 5th October 1926 SMET	Route allocation revised (SMET) 6 Tooting Junction-Mitcham-West Croydon <i>Sutton Depot</i>
Thursday 4th November 1926 LCC and SMET Through running at Tooting Junction introduced	Route truncated (SMET) 6 Mitcham (Fair Green)-West Croydon <i>Sutton Depot</i>
Saturday 1st July 1933 LPTB LPTB took over all London tramways	Route at 1st July 1933 (SMET) 6 Mitcham (Fair Green)-West Croydon <i>Sutton Depot</i>
Thursday 7th December 1933	Route withdrawn (SMET) 6 Mitcham (Fair Green)-West Croydon <i>Sutton Depot</i>

Route WAL 6	
Monday 5th June 1905 WAL Epping Forest (Rising Sun)-Waterworks Corner opened	New route (WAL 6) Epping Forest (Rising Sun)-Woodford (Napier Arms) <i>Walthamstow Depot</i>
October 1906 WAL	Route reduced (WAL 6) (Weekends only) Epping Forest (Rising Sun)-Woodford (Napier Arms) <i>Walthamstow Depot</i>
Sunday 1st January 1928 WAL Walthamstow routes numbered	Route numbered (WAL) 6 (Weekends only) Epping Forest (Rising Sun)-Woodford (Napier Arms) <i>Walthamstow Depot</i>
Thursday 5th March 1931 WAL	Route withdrawn (WAL) 6 (Weekends only) Epping Forest (Rising Sun)-Woodford (Napier Arms) <i>Walthamstow Depot</i>

Route WH 6	
Saturday 27th February 1904 WHAM OPENING OF WEST HAM TRAMWAYS with procession of 10 cars, line opened to public at 4pm Stratford-West Ham Lane-Plaistow High Street-Balaam Street-Abbey Arms opened	New route (WH 6) Stratford-Plaistow-Balaam Street-Abbey Arms <i>Stratford Temporary Depot (up to 28 cars in early days)</i>

<u>Thursday 31st March 1904 EHAM and WHAM</u> Canning Town-Barking Road, Green Gate reopened and Barking Road, Green Gate-Barking Road, Boleyn opened Through running between West Ham and East Ham systems	Route extended (WH 6) Stratford-Plaistow-Balaam Street-Abbey Arms-Canning Town <i>Stratford Temporary Depot</i>
<u>Saturday 21st May 1904 LCC and WHAM</u> Plashet Road / Green Street-Barking Road (Boleyn) and Barking Road (Abbey Arms)-Freemasons Road-Victoria and Albert Docks opened	Route allocation revised (WH 6) Stratford-Plaistow-Balaam Street-Abbey Arms-Canning Town <i>Stratford Temporary Depot</i>
<u>Friday 13th October 1905 WHAM</u> Tramway Avenue, Stratford opened	Route (WH 6) diverted
<u>Thursday 7th December 1905 WHAM</u> Plaistow Station-Hermit Road-Barking Road (Trinity Church) and Barking Road (Trinity Church)-Becton Road-New Barn Street opened	Route diverted (WH 6) Stratford-Plaistow-Hermit Road-Canning Town-(rush hours) Beckton Road-Victoria and Albert Docks <i>Stratford Temporary Depot</i>
<u>Saturday 31st March 1906 WHAM</u>	Route truncated (WH 6) Stratford-Plaistow-Hermit Road-Canning Town <i>Stratford Temporary Depot</i>
<u>Thursday 25th October 1906 WHAM</u>	Route allocation revised (WH 6) Stratford-Plaistow-Hermit Road-Canning Town <i>West Ham Depot</i>
<u>Friday 31st May 1907 LEY and WHAM</u> Through running arrangements altered	New route (WH 6/1) (Saturday afternoon and Sunday) Epping Forest (Rising Sun)-Leytonstone-Stratford-Plaistow-Hermit Road-Canning Town <i>Cars from Leyton and West Ham Depots as required</i>
<u>Thursday 4th June 1908 LEY and WHAM</u>	Route extended (WH 6) Leyton (Baker's Arms)-Leyton-Stratford-Plaistow-Hermit Road-Canning Town <i>Leyton and West Ham Depots</i>
<u>Friday 1st April 1910 LEY, WAL and WHAM</u>	Route truncated (WH 6) Stratford-Plaistow-Hermit Road-Canning Town <i>West Ham Depot</i>
<u>Wednesday 11th May 1910 LCC, WHAM, EHAM and LEY</u>	Route withdrawn (WH 6/1) (Saturday afternoon and Sunday) Epping Forest (Rising Sun)-Leytonstone-Stratford-Plaistow-Hermit Road-Canning Town <i>Cars from Leyton and West Ham Depots as required</i>
<u>Wednesday 1st January 1913 WHAM</u> West Ham routes numbered	Route numbered: (WH) 6 Stratford-Plaistow-Hermit Road-Canning Town <i>West Ham Depot</i>
<u>Wednesday 1st April 1914 LCC and WHAM</u>	Route extended (WH) 6 Stratford-Plaistow-Hermit Road-Canning Town-Limehouse (Burdett Road) <i>West Ham Depot</i>
<u>Saturday 23rd December 1916 LCC and WHAM</u>	Route truncated (WH) 6 Stratford-Plaistow-Hermit Road-Canning Town <i>West Ham Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (WH) 6 Stratford-Plaistow-Hermit Road-Canning Town <i>West Ham Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WH) 6 renumbered 69 69 Stratford-Plaistow-Hermit Road-Canning Town <i>West Ham Depot</i>

Route 7	
<u>Sunday 26th June 1887 LST</u> Kentish Town Road-Parliament Hill Fields (Swains Lane) and Hampstead (Fleet Road)-Hampstead (South End Green) opened	New horse route (7H) (Yellow) King's Cross-Great College Street-Camden Town Station (NLR)-Parliament Hill Fields (Swains Lane) <i>Kentish Town (Junction Road) Depot</i>
<u>Thursday 16th May 1889 LST and NMET</u> Gray's Inn Road and junction to NMET opened Through running to Holborn introduced	Horse route extended (7H) (Yellow) Holborn-King's Cross-Great College Street-Camden Town Station (NLR)-Parliament Hill Fields (Swains Lane) <i>Kentish Town (Junction Road) Depot</i>

<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (7H) (Yellow) Holborn-King's Cross-Great College Street-Camden Town Station (NLR)-Parliament Hill Fields (Swains Lane) <i>Kentish Town (Junction Road) Depot</i>
<u>Sunday 1st April 1906 LCC and NMET and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (7H) (Yellow) Holborn-King's Cross-Great College Street-Camden Town Station (NLR)-Parliament Hill Fields (Swains Lane) <i>Kentish Town (Junction Road) Depot</i>
<u>Monday 16th September 1907 LCC</u> Work started on electrification works at Holborn Hall and the route on the lower part of Gray's Inn Road suspended	Horse route truncated (7H) Holborn Hall-King's Cross-Great College Street-Camden Town Station (NLR)-Parliament Hill Fields (Swains Lane) <i>Kentish Town (Junction Road) Depot</i>
<u>Wednesday 9th October 1907 LCC</u> Work completed on electrification works at Holborn Hall and the route on the lower part of Gray's Inn Road reinstated	Horse routes extended (7H) Holborn-King's Cross-Great College Street-Camden Town Station (NLR)-Parliament Hill Fields (Swains Lane) <i>Kentish Town (Junction Road) Depot</i>
<u>Thursday 5th December 1907 LCC</u> Grays Inn Road-King's Cross reopened for electric cars	Horse route truncated (7H) King's Cross-Great College Street-Camden Town Station (NLR)-Parliament Hill Fields (Swains Lane) <i>Kentish Town (Junction Road) Depot</i>
<u>November 1908 LCC</u> Route divided into two at Camden Town Station (NLR) for reconstruction work	Horse route (7H) divided
<u>December 1908 LCC</u> Route reinstated at Camden Town Station (NLR) after reconstruction work	Horse route (7H) reinstated
<u>Thursday 22nd July 1909 LCC</u> King's Cross-Pancras Road reopened and Crowndale Road opened for electric cars Kentish Town Road (South) reopened for horse cars	Horse routes diverted and truncated (7H) Camden Town Station (HHR)-Parliament Hill Fields (Swains Lane) <i>Kentish Town (Junction Road) Depot</i>
<u>Tuesday 30th November 1909 LCC</u> Camden Town-Chalk Farm Road-Prince of Wales Road 'Mother Shipton' and Prince of Wales Road-Junction Road-Highgate Archway opened Archway Road connecting line to (MET) opened although a plough shift was not installed until March 1914 and through route did not start until Thursday 24th September 1914	New route (7) Holborn-King's Cross-Great College Street-Kentish Town Station <i>Holloway Depot</i> Route truncated (7H) Kentish Town-Parliament Hill Fields (Swains Lane) <i>Kentish Town (Junction Road) Depot</i> Horse route diverted and truncated (7H) Camden Town Station (HHR)-Parliament Hill Fields (Swains Lane) <i>Kentish Town (Junction Road) Depot</i>
<u>Saturday 20th May 1911 LCC</u> Parliament Hill Fields-Kentish Town reopened for electric cars	Route extended (7) Holborn-King's Cross-Great College Street-Kentish Town-Parliament Hill Fields <i>Holloway Depot</i> Horse route withdrawn (7H) Kentish Town-Parliament Hill Fields (Swains Lane) <i>Kentish Town (Junction Road) Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 7 Holborn-King's Cross-Great College Street-Kentish Town-Parliament Hill Fields <i>Holloway Depot</i>
<u>January 1914 LCC</u> <i>Hampstead Depot</i> opened	Route allocation revised 7 Holborn-King's Cross-Great College Street-Kentish Town-Parliament Hill Fields <i>Hampstead Depot</i>
<u>1914</u>	Route alteration 7 Until 1914 Parliament Hill Fields terminus was shown as Swains Lane on destination indicators
<u>Thursday 25th November 1915 LCC</u>	Route allocation revised 7 Holborn-King's Cross-Great College Street-Kentish Town-Parliament Hill Fields <i>Holloway Depot</i>
<u>Wednesday 9th July 1924 LCC</u>	Route allocation revised 7 Holborn-King's Cross-Great College Street-Kentish Town-Parliament Hill Fields <i>Hampstead Depot</i>
<u>Thursday 24th May 1928 LCC</u>	Route allocation revised 7 Holborn-King's Cross-Great College Street-Kentish Town-Parliament Hill Fields <i>Holloway Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 7 Holborn-King's Cross-Great College Street-Kentish Town-Parliament Hill Fields <i>Holloway Depot</i>

Sunday 10th July 1938 Trolleybus conversion	Route replaced by 513/613 trolleybus 7 Holborn-King's Cross-Great College Street-Kentish Town-Parliament Hill Fields <i>Holloway Depot</i>
---	---

Route LUT 7	
Wednesday 1st June 1904 LUT Public opening of Studland Street-Askew Arms and Hanwell-Southall-Uxbridge lines	New route (LUT 7) Shepherds Bush-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Hanwell and Hillingdon Depots</i>
Friday 10th June 1904 LUT	Route suspended (LUT 7) Shepherds Bush-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Hanwell and Hillingdon Depots</i>
Friday 17th June 1904 LUT	Route reinstated (LUT 7) Shepherds Bush-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Hanwell and Hillingdon Depots</i>
Wednesday 7th October 1908 LUT	Route allocation revised (LUT 7) Shepherds Bush-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Hanwell Depot</i>
July 1913 LUT	Route numbered (LUT) 7 Shepherds Bush-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Hanwell Depot</i>
Tuesday 8th May 1917 LUT	Route allocation revised (LUT) 7 Shepherds Bush-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Hanwell Depot</i>
Wednesday 15th May 1918 LUT (LUT) routes suspended on Sunday morning	
Sunday 16th June 1918 LUT (LUT) routes reinstated on Sunday morning	
Wednesday 7th May 1924 LUT Uxbridge Road routes speeded up with remotored cars	New route (LUT) 7B (Saturday) Shepherds Bush-Acton-Ealing-Hanwell-Southall-Hayes (Yeading Lane) <i>Hanwell Depot</i> Route allocation revised (LUT) 7 Shepherds Bush-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Hanwell Depot</i> Route (LUT) 83 renumbered (LUT) 7C and allocation revised (LUT) 7C Shepherds Bush-Acton-Ealing-Hanwell <i>Acton and Hanwell Depot</i> Route (LUT) 87 renumbered (LUT) 7A and allocation revised (LUT) 7A Shepherds Bush-Acton-Ealing-Hanwell-Southall <i>Hanwell Depot</i>
Thursday 8th May 1930 LUT	Route increased (LUT) 7 Shepherds Bush-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Hanwell Depot</i> Routes withdrawn (LUT) 7A Shepherds Bush-Acton-Ealing-Hanwell-Southall <i>Hanwell Depot</i> (LUT) 7B (Saturday) Shepherds Bush-Acton-Ealing-Hanwell-Southall-Hayes (Yeading Lane) <i>Hanwell Depot</i> (LUT) 7C Shepherds Bush-Acton-Ealing-Hanwell <i>Acton and Hanwell Depots</i>
Monday 5th January 1931 LUT Feltham trams introduced on route 7	
Saturday 1st July 1933 LPTB LPTB took over all London tramways	Route at 1st July 1933 (LUT) 7 Shepherds Bush-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Hanwell Depot</i>
Sunday 5th April 1936 Trolleybus conversion Acton tram Depot partially converted	Allocation changed (LUT) 7 Shepherds Bush-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Hanwell Depot and some cars from Acton Depot on Sundays</i>
Sunday 15th November 1936 Trolleybus conversion Hanwell Depot converted to trolleybus	Route replaced by 607 trolleybus (LUT) 7 Shepherds Bush-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Hanwell Depot and some cars from Acton Depot on Sundays</i>

Route SMET 7	
Sunday 11th November 1906 SMET Sutton Depot-Carshalton-Wallington-West Croydon opened	New route (SMET 7) Sutton Depot-Carshalton-Wallington-West Croydon <i>Sutton Depot</i>
Friday 21st December 1906 SMET Sutton-Sutton Depot opened	Route extended (SMET 7) Sutton-Carshalton-Wallington-West Croydon <i>Sutton Depot</i>

May 1916 SMET Routes numbered	Route numbered SMET 7 Sutton-Carshalton-Wallington-West Croydon <i>Sutton Depot</i>
March 1918 SMET Stafford Road siding opened	New service SMET 7 (EX) Stafford Road Siding-West Croydon <i>Mitcham Road (Aurelia Road) Depot</i>
December 1918 SMET Stafford Road siding closed	Route withdrawn SMET 7 (EX) Stafford Road Siding-West Croydon <i>Mitcham Road (Aurelia Road) Depot</i>
Saturday 1st July 1933 LPTB LPTB took over all London tramways	Route at 1st July 1933 SMET 7 Sutton-Carshalton-Wallington-West Croydon <i>Sutton Depot</i>
Sunday 8th December 1935 Trolleybus conversion Sutton Depot converted to trolleybus	Route replaced by trolleybus 654 SMET 7 Sutton-Carshalton-Wallington-West Croydon <i>Sutton Depot</i>

Route WH 7	Including Leyton route 7 and Walthamstow route 7
Saturday 21st May 1904 LCC and WHAM Plashet Road / Green Street-Barking Road (Boleyn) and Barking Road (Abbey Arms)-Freemasons Road-Victoria and Albert Docks opened	New route (WH 7) Stratford-Plaistow-Abbey Arms-Victoria and Albert Docks <i>Stratford Temporary Depot</i>
Saturday 5th August 1905 NMET and WHAM Stratford-Maryland-Leytonstone-Borthwick Road (Thatched House) reopened	Route extended (WH 7) Leytonstone (Thatched House)-Stratford-Abbey Arms-Victoria and Albert Docks <i>Stratford Temporary Depot</i>
Friday 13th October 1905 WHAM Tramway Avenue, Stratford opened	Route (WH 7) diverted
Wednesday 1st November 1905 WHAM The Grove-Stratford (East of Stratford Church) opened	Route (WH 7) diverted southbound
Thursday 25th October 1906 WHAM	Route allocation revised (WH 7) Leytonstone (Thatched House)-Stratford-Abbey Arms-Victoria and Albert Docks <i>West Ham Depot</i>
Friday 31st May 1907 LEY and WHAM Through running arrangements altered	New routes (WH 7/1) (Saturday afternoon and Sunday) Epping Forest (Rising Sun)-Leytonstone-Stratford-Abbey Arms-Victoria and Albert Docks <i>Cars from Leyton and West Ham Depots as required</i> (WH 7/2) Leyton (Baker's Arms)-Leyton-Stratford <i>Leyton and West Ham Depots</i> Route truncated (WH 7) Stratford-Abbey Arms-Victoria and Albert Docks <i>West Ham Depot</i>
Thursday 4th June 1908 LEY and WHAM	Routes extended (WH 7) Leyton (Baker's Arms)-Leyton-Stratford-Abbey Arms-Victoria and Albert Docks <i>Leyton and West Ham Depots</i> Route withdrawn (WH 7/2) Leyton (Baker's Arms)-Leyton-Stratford <i>Leyton and West Ham Depots</i>
Friday 10th September 1909 LEY and WAL Through running via Leyton (Baker's Arms) introduced	New route (WH 7/3) (Saturday afternoon) Chingford Mount-Crooked Billet-Walthamstow-Leyton (Baker's Arms)-Leyton-Stratford <i>Cars from Leyton and Walthamstow Depots as required</i>
Monday 11th October 1909 WHAM Greengate Street opened for passenger cars	Route allocation revised (WH 7) Leyton (Baker's Arms)-Leyton-Stratford-Abbey Arms-Victoria and Albert Docks <i>Leyton and West Ham Depots</i>
Sunday 17th October 1909 LEY and WAL	Route increased (WH 7/3) (Saturday afternoon and Sunday) Chingford Mount-Crooked Billet-Walthamstow-Leyton (Baker's Arms)-Leyton-Stratford <i>Cars from Leyton and Walthamstow Depots as required</i>
Friday 26th November 1909 WHAM	Route allocation revised (WH 7) Leyton (Baker's Arms)-Leyton-Stratford-Abbey Arms-Victoria and Albert Docks <i>Leyton and West Ham Depots</i>
Friday 1st April 1910 LEY, WAL and WHAM	Route increased (WH 7/3) Chingford Mount-Crooked Billet-Walthamstow-Leyton (Baker's Arms)-Leyton-Stratford <i>Leyton, Walthamstow and West Ham Depots</i>

<u>Wednesday 1st May 1912 LEY, WAL and WHAM</u>	Route allocation revised (WH 7/3) Chingford Mount-Crooked Billet-Walthamstow-Leyton (Baker's Arms)-Leyton-Stratford <i>Leyton and Walthamstow Depots</i>
<u>Wednesday 1st January 1913 WHAM</u> West Ham routes numbered	Route numbered: (WH) 7 Leyton (Baker's Arms)-Leyton-Stratford-Abbey Arms-Victoria and Albert Docks <i>Leyton and West Ham Depots</i> (Saturday afternoon and Sunday) Epping Forest (Rising Sun)-Leytonstone-Stratford-Abbey Arms-Victoria and Albert Docks <i>Cars from Leyton and West Ham Depots as required</i>
<u>Sunday 11th October 1914 WHAM</u>	Route truncated (WH) 7 Leyton (Baker's Arms)-Leyton-Stratford-Abbey Arms-Victoria and Albert Docks <i>Leyton and West Ham Depots</i>
<u>Thursday 1st March 1917 LEY, WAL and WHAM</u>	Route allocation revised (WH) 7 Leyton (Baker's Arms)-Leyton-Stratford-Abbey Arms-Victoria and Albert Docks <i>West Ham Depot</i> Route withdrawn (WH 7/3) Chingford Mount-Crooked Billet-Walthamstow-Leyton (Baker's Arms)-Leyton-Stratford <i>Leyton and Walthamstow Depots</i>
<u>Monday 3rd October 1921 EHAM and WHAM</u>	New route (WH) 7A Stratford-Abbey Arms-Victoria and Albert Docks <i>3 cars (6 on Saturday) from West Ham Depot</i>
<u>Sunday 31st May 1925 LCC, WAL and WHAM</u> Through running introduced	Route extended (WH) 7 Chingford Mount-Leyton (Baker's Arms)-Leyton-Stratford-Abbey Arms-Victoria and Albert Docks <i>West Ham and Walthamstow Depots</i> Route reduced (WH) 7A (Monday to Saturday rush hours only) Stratford-Abbey Arms-Victoria and Albert Docks <i>3 cars (6 on Saturday) from West Ham Depot</i>
<u>Tuesday 12th May 1931 LCC, WAL and WHAM</u>	Route allocation revised (WH) 7 Chingford Mount-Leyton (Baker's Arms)-Leyton-Stratford-Abbey Arms-Victoria and Albert Docks <i>Leyton and Walthamstow Depots</i> Route increased (WH) 7A (Weekdays) Stratford-Abbey Arms-Victoria and Albert Docks <i>3 cars (6 on Saturday) from West Ham Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 (WH) 7 Chingford Mount-Leyton (Baker's Arms)-Leyton-Stratford-Abbey Arms-Victoria and Albert Docks <i>Leyton and Walthamstow Depots</i> (WH) 7A (Weekdays) Stratford-Abbey Arms-Victoria and Albert Docks <i>3 cars (6 on Saturday) from West Ham Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WH)7 and (WH)7A routes renumbered 97 and 97A 97 Chingford Mount-Leyton (Baker's Arms)-Leyton-Stratford-Abbey Arms-Victoria and Albert Docks <i>Leyton and Walthamstow Depots</i> 97A (Weekdays) Stratford-Abbey Arms-Victoria and Albert Docks <i>3 cars (6 on Saturday) from West Ham Depot</i>

Route LT Night 7	
<u>Wednesday 19th June 1946</u> Night services numbered	Numbered night route 7 New Cross-Walworth Road-Blackfriars <i>New Cross Depot</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 7 (NIGHT) New Cross-Walworth Road-Blackfriars <i>New Cross Depot</i>
<u>Saturday 6th October 1951</u> Stage 5 of Bus conversion Camberwell Depot converted to bus	Route replaced by 286 bus 7 (NIGHT) New Cross-Walworth Road-Blackfriars <i>New Cross Depot</i>

Route 8	
<u>Saturday 11th July 1908 LCC</u>	New route (8) Victoria-Vauxhall-Stockwell-Tooting (High Street) (not 10 am-4 pm Monday-Friday) <i>Clapham Depot</i>

<u>Tuesday 11th May 1909 LCC</u>	Route extended (8) Victoria-Vauxhall-Stockwell-Tooting (High Street)-(Weekdays) Merton (Longley Road) (not 10 am-4 pm Monday-Friday) <i>Clapham Depot</i>
<u>Tuesday 14th September 1909 LCC</u>	Route truncated (8) Victoria-Vauxhall-Stockwell-Tooting Broadway <i>Clapham Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 8 Victoria-Vauxhall-Stockwell-Tooting Broadway <i>Clapham Depot</i>
<u>Monday 24th November 1919 LCC</u>	Route extended 8 Victoria-Vauxhall-Stockwell-Tooting Junction <i>Clapham Depot</i>
<u>Thursday 4th November 1926 LCC and SMET</u> Through running at Tooting Junction introduced	Route extended 8 Victoria-Vauxhall-Stockwell-Tooting Junction-Mitcham-Mitcham Cricket Green <i>Clapham Depot</i>
<u>Thursday 19th July 1928 LCC</u>	Route diverted 8 Victoria-Vauxhall Common-Tooting Broadway-Streatham-Brixton-Victoria (worked with route 20) <i>Clapham and Streatham Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 8 Victoria-Vauxhall Common-Tooting Broadway-Streatham-Brixton-Victoria (worked with route 20) <i>Clapham and Streatham Depots</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 8 Victoria-Vauxhall Common-Tooting Broadway-Streatham-Brixton-Victoria (worked with route 20) <i>Clapham and Streatham Depots</i>
<u>Wednesday 8th June 1949</u>	Route allocation changed 8 Victoria-Vauxhall Common-Tooting Broadway-Streatham-Brixton-Victoria (worked with route 20) <i>Streatham Depot</i>
<u>Wednesday 3rd May 1950</u>	Route allocation changed 8 Victoria-Vauxhall Common-Tooting Broadway-Streatham-Brixton-Victoria (worked with route 20) <i>Clapham and Streatham Depots</i>
<u>Saturday 6th January 1951</u> Stage 2 of Bus conversion Clapham Depot converted to bus	Route replaced by 57/57A bus 8 Victoria-Vauxhall Common-Tooting Broadway-Streatham-Brixton-Victoria (worked with route 20) <i>Clapham and Streatham Depots</i>

Route WH 8	Including Leyton route 8 and Walthamstow route 8
<u>Saturday 1st December 1906 LEY and WHAM</u> LEYTON COUNCIL TRAMWAYS OPENED Clapton (Lea Bridge)-Leyton (Baker's Arms)-Whipps Cross-Epping Forest (Rising Sun), Leyton (Baker's Arms) Leyton (GER) Station reopened and Whipps Cross-Leytonstone-Thatched House-West Ham boundary reopened and Leyton (GER) Station-Thatched House-Wanstead Flats officially and publicly opened	New route (WH 8) Leyton (Baker's Arms)-Leyton-Wanstead Flats (Dames Road) <i>Leyton Depot</i>
<u>Saturday 22nd December 1906 LEY and WHAM</u> Dames Road / Vansittart Road (Leyton)-Forest Road (West Ham) connection opened	Route extended (WH 8) Leyton (Baker's Arms)-Leyton-Wanstead Flats <i>Leyton Depot</i>
<u>June 1907 LEY and WHAM</u>	Route extended (WH 8) Clapton (Lea Bridge)-Leyton (Baker's Arms)-Leyton-Wanstead Flats <i>Leyton Depot</i>
<u>December 1908 LEY and WHAM</u>	Route extended (WH 8) Clapton (Lea Bridge)-Leyton (Baker's Arms)-Leyton-Wanstead Flats-Forest Gate <i>Leyton Depot</i>
<u>Friday 1st July 1910 LEY and LCC</u> Lea Bridge Road connection (overhead system) opened Through running via Lea Bridge Road introduced	Route truncated (WH 8) Leyton (Baker's Arms)-Leyton-Wanstead Flats-Forest Gate <i>Leyton Depot</i>

<u>Wednesday 1st May 1912 LEY, WAL and WHAM</u> Through running via Wanstead Flats extended	Route extended (WH 8) Leyton (Baker's Arms)-Leyton-Wanstead Flats-Plaistow-Victoria and Albert Docks <i>Leyton and West Ham Depots</i>
<u>Wednesday 1st January 1913 WHAM</u> West Ham routes numbered	Route numbered: (WH) 8 Leyton (Baker's Arms)-Leyton-Wanstead Flats-Plaistow-Victoria and Albert Docks <i>Leyton and West Ham Depots</i>
<u>Thursday 1st March 1917 LEY, WAL and WHAM</u>	Route allocation revised (WH) 8 Leyton (Baker's Arms)-Leyton-Wanstead Flats-Plaistow-Victoria and Albert Docks <i>Leyton Depot</i>
<u>Friday 1st July 1921 LEY and LCC</u> LCC took over operation of Leyton tramways	Leyton Council operation of route taken over (WH) 8 Leyton (Baker's Arms)-Leyton-Wanstead Flats-Plaistow-Victoria and Albert Docks <i>Leyton Depot</i>
<u>Sunday 31st May 1925 LCC, WAL and WHAM</u> Through running to Walthamstow introduced	Route extended (WH) 8 Chingford Mount (Weekdays rush hours and Sunday)-Leyton (Baker's Arms)-Leyton-Wanstead Flats-Plaistow-Victoria and Albert Docks <i>Leyton and Walthamstow Depots</i>
<u>Sunday 24th January 1926 LCC, WAL and WHAM</u>	Route truncated (WH) 8 Leyton (Baker's Arms)-Leyton-Wanstead Flats-Plaistow-Victoria and Albert Docks <i>Leyton Depot</i>
<u>Tuesday 12th May 1931 LCC, WAL and WHAM</u>	Route extended (WH) 8 Chingford Mount-Leyton (Baker's Arms)-Leyton-Wanstead Flats-Plaistow-Victoria and Albert Docks <i>West Ham Depot</i>
<u>by August 1931 LCC, WAL and WHAM</u>	Route allocation revised (WH) 8 Chingford Mount-Leyton (Baker's Arms)-Leyton-Wanstead Flats-Plaistow-Victoria and Albert Docks <i>West Ham Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (WH) 8 Chingford Mount-Leyton (Baker's Arms)-Leyton-Wanstead Flats-Plaistow-Victoria and Albert Docks <i>West Ham Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WH) 8 route renumbered 87 87 Chingford Mount-Leyton (Baker's Arms)-Leyton-Wanstead Flats-Plaistow-Victoria and Albert Docks <i>West Ham Depot</i>

Route 9	
<u>Thursday 15th June 1871 NMET</u> Moorgate (Ropemaker Street)-Angel Islington opened	New horse route (9H) (Blue) Moorgate-Angel Islington <i>Temporary Sidings at Islington Green</i>
<u>Monday 7th August 1871 NMET</u> Angel Islington-Islington Green opened	Horse route extended (9H) (Blue) Moorgate-Angel Islington-Islington Green <i>Temporary Sidings at Islington Green</i>
<u>Saturday 9th December 1871 NMET</u> Islington Green-Upper Street-Holloway Road (Liverpool Road) opened	Horse route extended (9H) (Blue) Moorgate-Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway <i>Angel Islington and Finsbury Park Temporary Yards</i>
<u>Monday 1st January 1872 NMET</u> Nag's Head Holloway-Highgate Archway) opened	Horse route extended (9H) (Blue) Moorgate-Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway-Highgate Archway <i>Angel Islington and Finsbury Park Temporary Yards</i>
<u>Wednesday 21st February 1872 NMET</u>	Horse route allocation revised (9H) (Blue) Moorgate-Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway-Highgate Archway <i>Highgate (Holloway Road) Depot</i>
<u>Wednesday 18th June 1873 NMET</u> Aldersgate-Goswell Road-Islington (City Road) opened	Horse route allocation revised (9H) (Blue) Moorgate-Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway-Highgate Archway <i>Highgate (Holloway Road) Depot</i>
<u>Friday 30th May 1884 HHT</u> Public opening of Highgate Hill line	Cable route opened (9C) Highgate Archway-Highgate Hill-Highgate Village <i>Highgate Depot</i>
<u>Monday 5th December 1892 HHT</u> Cable tramway closed following accident	Cable route closed (9C) Highgate Archway-Highgate Hill-Highgate Village <i>Highgate Depot</i>

<p><u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years</p>	<p>Horse route taken over (9H) (Blue) Moorgate-Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway-Highgate Archway <i>Highgate (Holloway Road) Depot</i></p>
<p><u>Friday 14th August 1896 HHT</u> Steep Grade Tramways and Works Company transferred to Highgate Hill Tramway Company</p>	<p>Cable route taken over (closed) (9C) Highgate Archway-Highgate Hill-Highgate Village <i>Highgate Depot</i></p>
<p><u>Monday 19th April 1897 HHT</u> Cable tramway reopened</p>	<p>Cable route reopened (9C) Highgate Archway-Highgate Hill-Highgate Village <i>Highgate Depot</i></p>
<p><u>Sunday 1st April 1906 LCC and NMET and NMET</u> North Metropolitan Tramways Company lease terminated</p>	<p>Horse route taken over (9H) (Blue) Moorgate-Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway-Highgate Archway <i>Highgate (Holloway Road) Depot</i></p>
<p><u>Thursday 21st June 1906 HHT</u> Highgate Hill tramway closed as an indirect result of (MET) accident at Highgate Archway</p>	<p>Cable route closed (9C) Highgate Archway-Highgate Hill-Highgate Village <i>Highgate Depot</i></p>
<p><u>Saturday 25th August 1906 HHT</u> Highgate Hill tramway reopened</p>	<p>Cable route reopened (9C) Highgate Archway-Highgate Hill-Highgate Village <i>Highgate Depot</i></p>
<p><u>Saturday 15th June 1907 LCC</u> Highbury Bridge closed for reconstruction</p>	<p>Horse route withdrawn (9H) Moorgate-Angel Islington-Liverpool Road-Holloway Road-Nag's Head Holloway-Highgate Archway <i>Highgate (Holloway Road) Depot</i></p>
<p><u>Monday 29th July 1907 LCC</u> Old Street-Angel Islington-King's Cross reopened for electric cars</p>	<p>New route (9) Moorgate-Angel Islington-Highbury Corner <i>Poplar Depot</i></p>
<p><u>Thursday 28th November 1907 LCC</u> Highbury Bridge-Highgate Archway reopened for electric cars</p>	<p>New route (9/1) Highbury Bridge-Highgate Archway <i>Holloway Depot</i></p>
<p><u>Monday 2nd December 1907 LCC</u></p>	<p>Route allocation revised (9/1) Highbury Bridge-Highgate Archway <i>Holloway Depot (increased with availability of new cars)</i></p>
<p><u>Wednesday 18th December 1907 LCC</u> Track work on Highbury Bridge completed</p>	<p>Route extended (9) Moorgate-Angel Islington-Highbury Corner-Highgate Archway <i>Holloway Depot</i> Route withdrawn (9/1) Highbury Bridge-Highgate Archway <i>Holloway Depot</i></p>
<p><u>Monday 23rd August 1909 HHT</u> LAST CABLE CAR ON HIGHGATE HILL Highgate Hill Tramways Company line purchased by LCC-MCC subsequently purchased the stretch in their area and leased it to the LCC</p>	<p>Cable route closed (9C) Highgate Archway-Highgate Hill-Highgate Village <i>Highgate Depot</i></p>
<p><u>Friday 25th March 1910 LCC</u> Highgate Archway-Highgate Hill-Highgate Village reopened for electric cars</p>	<p>New route (9/1) Highgate Archway-Highgate Hill-Highgate Village <i>Holloway Depot</i></p>
<p><u>Monday 12th December 1910 LCC</u></p>	<p>Route extended (9) Moorgate-Angel Islington-Highbury Corner-Highgate Archway-Highgate Village <i>20 M class cars from Holloway Depot</i> Route withdrawn (9/1) Highgate Archway-Highgate Hill-Highgate Village <i>Holloway Depot</i></p>
<p><u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars</p>	<p>Route numbered 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-Highgate Village <i>Holloway Depot</i></p>
<p><u>Thursday 24th September 1914 LCC and MET</u> Plough shift installed at Archway Road, Through running routes 9 and 19 introduced</p>	<p>Route extended 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-North Finchley-Whetstone-Barnet <i>Holloway Depot</i></p>
<p><u>Tuesday 1st December 1914 LCC and MET</u></p>	<p>Route truncated 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-North Finchley (Tally Ho) <i>Holloway Depot</i></p>

<u>Saturday 22nd May 1920 LCC and MET</u>	Route extended 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-North Finchley-(Summer Sunday and three-day Fair in September)-Barnet <i>Holloway Depot</i>
<u>Wednesday 24th May 1922 LCC and MET</u>	Route extended 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-North Finchley-(Saturday afternoon, Summer Sunday and three-day Fair in September) Barnet <i>Holloway Depot</i>
<u>Thursday 3rd May 1928 LCC and MET</u>	Route reduced 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-North Finchley (Tally Ho) <i>Holloway Depot</i>
<u>Thursday 29th October 1931 LCC and MET</u>	Route allocation revised 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-North Finchley (Tally Ho) <i>Holloway Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-North Finchley (Tally Ho) <i>Holloway Depot</i>
<u>Sunday 7th June 1936</u>	Route extended 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-North Finchley (Tally Ho)-(Summer Sundays and evenings) Whetstone-Barnet <i>Holloway Depot</i>
<u>Sunday 2nd August 1936</u> Trolleybus conversion	Route extended 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-North Finchley (Tally Ho)-(Monday to Saturday rush hours and Summer Sundays and evenings) Whetstone)-(Summer Sundays and evenings)-Barnet <i>Holloway Depot</i>
<u>Sunday 18th October 1936</u>	Route reduced 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-North Finchley (Tally Ho)-(Monday to Saturday rush hours) Whetstone <i>Holloway Depot</i>
<u>Sunday 30th May 1937</u>	Route extended 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-North Finchley (Tally Ho)-(Monday to Saturday rush hours and Summer Sundays and evenings) Whetstone)-(Summer Sundays and evenings)-Barnet <i>Holloway Depot</i>
<u>Sunday 10th October 1937</u>	Route reduced 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-North Finchley (Tally Ho)-(Monday to Saturday rush hours) Whetstone <i>Holloway Depot</i>
<u>Sunday 6th March 1938</u> Trolleybus conversion	Route replaced by 609/651 trolleybus 9 Moorgate-Angel Islington-Highbury Corner-Highgate Archway-North Finchley (Tally Ho)-(Monday to Saturday rush hours) Whetstone <i>Holloway Depot</i>

Routes LUT 9/9A/9B	
<u>Wednesday 1st June 1904 LUT</u> Public opening of Studland Street-Askew Arms and Southall-Hanwell-Uxbridge lines	New routes (LUT 9) (Sunday) Hammersmith-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Acton and Hanwell Depots</i> (LUT 9A) (Sunday) Hammersmith-Acton-Ealing-Hanwell-Southall <i>Acton and Hanwell Depots</i> (LUT 9B) Hammersmith-Acton-Ealing-Hanwell <i>Acton and Hanwell Depots</i>
<u>July 1913 LUT</u>	Routes numbered (LUT) 9 (Sunday) Hammersmith-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Acton and Hanwell Depots</i> (LUT) 9A (Sunday) Hammersmith-Acton-Ealing-Hanwell-Southall <i>Acton and Hanwell Depots</i> (LUT) 9B Hammersmith-Acton-Ealing-Hanwell <i>Acton and Hanwell Depots</i>

<u>Saturday 26th September 1914 LUT</u>	Route (LUT) 9 renumbered (LUT) 89 (LUT) 89 (Sunday) Hammersmith-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Acton and Hanwell Depots</i> Route (LUT) 9A renumbered (LUT) 89A (LUT) 89A (Sunday) Hammersmith-Acton-Ealing-Hanwell-Southall <i>Acton and Hanwell Depots</i> Route (LUT) 9B renumbered (LUT) 89B (LUT) 89B Hammersmith-Acton-Ealing-Hanwell <i>Acton and Hanwell Depots</i>
--	---

Routes WH 9/9A	
<u>Monday 11th October 1909 WHAM</u> Greengate Street opened for passenger cars	New routes (WH 9) Stratford-Plaistow-Barking Road (Greengate) <i>West Ham Depot</i>
<u>Friday 26th November 1909 WHAM</u> Greengate Street closed for passenger cars	Route withdrawn (WH 9) Stratford-Plaistow-Barking Road (Greengate) <i>West Ham Depot</i>
<u>Wednesday 1st May 1912 WHAM</u> Greengate Road reopened and Prince Regent Road opened	Route reinstated (WH 9) Stratford-Plaistow-Greengate-Victoria and Albert Dock <i>West Ham Depot</i> New route (WH 9A) Barking Road (Boleyn)-Greengate-Victoria and Albert Dock <i>West Ham Depot</i>
<u>August 1912 WHAM</u>	Route allocation revised (WH 9) Stratford-Plaistow-Greengate-Victoria and Albert Dock <i>West Ham Depot</i> Route withdrawn (WH 9A) Barking Road (Boleyn)-Greengate-Victoria and Albert Dock <i>West Ham Depot</i>
<u>Wednesday 1st January 1913 WHAM</u> West Ham routes numbered	Route numbered: (WH) 9 Stratford-Plaistow-Greengate-Victoria and Albert Dock <i>West Ham Depot</i>
<u>Thursday 1st March 1917 LEY, WAL and WHAM</u>	Route extended (WH) 9 Leyton (Baker's Arms-Leyton-Stratford-Plaistow-Greengate-Victoria and Albert Dock) <i>West Ham Depot</i>
<u>Friday 1st July 1921 LEY, LCC and WHAM</u> LCC took over operation of Leyton tramways	Route truncated (WH) 9 Stratford-Plaistow-Greengate-Victoria and Albert Dock <i>West Ham Depot</i>
<u>Thursday 11th October 1928 WHAM</u>	New route (WH) 9A (Weekdays) Greengate-Victoria and Albert Dock (and special route) Stratford-Plaistow-Greengate-West Ham Stadium <i>West Ham and additional cars as required for special route</i> Route reduced (WH) 9 Stratford-Plaistow-Greengate-Victoria and Albert Dock <i>West Ham Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 (WH) 9 Stratford-Plaistow-Greengate-Victoria and Albert Dock <i>West Ham Depot</i> (WH) 9A (Weekdays) Greengate-Victoria and Albert Dock and (special route) Stratford-Plaistow-Greengate-West Ham Stadium <i>West Ham and additional cars as required for special route</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WH) 9 and (WH) 9A routes renumbered 99 & 99A 99 Stratford-Plaistow-Greengate-Victoria and Albert Dock <i>West Ham Depot</i> 99A (Weekdays) Greengate-Victoria and Albert Dock and (special route) Stratford-Plaistow-Greengate-West Ham Stadium <i>West Ham and additional cars as required for special route</i>

Route 10	
<u>Tuesday 28th December 1874 LTC</u> Kennington (Horns)-Elephant and Castle-St George's Church (MST powers) and St George's Road-Bricklayers Arms (PPG powers) opened	New horse route (10H) (Yellow) Old Kent Road (Lord Wellington)-Bricklayers Arms-St George's Church-Elephant and Castle-Kennington-Brixton Hill (Water Lane) <i>Brixton and Old Kent Road (Bowles Road) Depots</i>

<p><u>Monday 4th January 1875 LTC</u> Kennington (Horns)-Elephant and Castle-St George's Church and St George's Road-Bricklayers Arms closed by Board of Trade</p>	<p>Horse route withdrawn (10H) (Yellow) Old Kent Road (Lord Wellington)-Bricklayers Arms-St George's Church-Elephant and Castle-Kennington-Brixton Hill (Water Lane) <i>Brixton and Old Kent Road (Bowles Road) Depots</i></p>
<p><u>Monday 11th January 1875 LTC</u> Kennington (Horns)-Elephant and Castle-St George's Church and St George's Road-Bricklayers Arms reopened</p>	<p>Horse route reinstated (10H) (Yellow) Old Kent Road (Lord Wellington)-Bricklayers Arms-St George's Church-Elephant and Castle-Kennington-Brixton Hill (Water Lane) <i>Brixton and Old Kent Road (Bowles Road) Depots</i></p>
<p><u>Wednesday 12th August 1891 LTC</u> Brixton Hill (Water Lane)-Streatham (Telford Avenue) opened</p>	<p>Horse route extended (10H) (Yellow) Old Kent Road (Lord Wellington)-Bricklayers Arms-St George's Church-Elephant and Castle-Kennington-Brixton-Streatham (Telford Avenue) <i>Brixton and Old Kent Road (Bowles Road) Depots</i></p>
<p><u>Wednesday 7th December 1892 LTC</u> Kennington-Brixton-Streatham (Telford Avenue) converted to cable</p>	<p>New cable / horse route (10C/H) (Yellow) Old Kent Road (Lord Wellington)-Bricklayers Arms-St George's Church-Elephant and Castle-Kennington-Brixton-Streatham (Telford Avenue) <i>Old Kent Road (Bowles Road) and Streatham Depots</i></p> <p>Horse route withdrawn (10H) (Yellow) Old Kent Road (Lord Wellington)-Bricklayers Arms-St George's Church-Elephant and Castle-Kennington-Brixton-Streatham (Telford Avenue) <i>Brixton and Old Kent Road (Bowles Road) Depots</i></p>
<p><u>Tuesday 13th December 1892 LTC</u> Cable routes temporarily reverted to horse</p>	<p>Horse route temporarily restored (10H) (Yellow) Old Kent Road (Lord Wellington)-Bricklayers Arms-St George's Church-Elephant and Castle-Kennington-Brixton-Streatham (Telford Avenue) <i>Brixton and Old Kent Road (Bowles Road) Depots</i></p> <p>Cable / horse route withdrawn (10C/H) (Yellow) Old Kent Road (Lord Wellington)-Bricklayers Arms-St George's Church-Elephant and Castle-Kennington-Brixton-Streatham (Telford Avenue) <i>Old Kent Road (Bowles Road) and Streatham Depots</i></p>
<p><u>Wednesday 21st December 1892 LTC</u> Cable routes restored</p>	<p>Cable / horse route restored (10C/H) (Yellow) Old Kent Road (Lord Wellington)-Bricklayers Arms-St George's Church-Elephant and Castle-Kennington-Brixton-Streatham (Telford Avenue) <i>Old Kent Road (Bowles Road) and Streatham Depots</i></p> <p>Horse route withdrawn (10H) (Yellow) Old Kent Road (Lord Wellington)-Bricklayers Arms-St George's Church-Elephant and Castle-Kennington-Brixton-Streatham (Telford Avenue) <i>Brixton and Old Kent Road (Bowles Road) Depots</i></p>
<p><u>Saturday 23rd November 1895 LTC</u> Streatham (Telford Avenue)-Streatham (Library) opened</p>	<p>Cable / horse route extended (10C/H) (Yellow) Old Kent Road (Lord Wellington)-Bricklayers Arms-St George's Church-Elephant and Castle-Kennington-Brixton-Streatham (Library) <i>Old Kent Road (Bowles Road) and Streatham Depots</i></p>
<p><u>Sunday 1st January 1899 LCC and LTC</u> London Tramways Company purchased by LCC</p>	<p>Cable / horse route taken over (10C/H) (Yellow) Old Kent Road (Lord Wellington)-Bricklayers Arms-St George's Church-Elephant and Castle-Kennington-Brixton-Streatham (Library) <i>Old Kent Road (Bowles Road) and Streatham Depots</i></p>
<p><u>Wednesday 14th October 1903 LCC</u> Through electric-cable route suspended Cable route continued from Streatham to Brixton Road only with separate electric route from Brixton Road to Westminster and Blackfriars Bridges</p>	<p>Cable / horse route withdrawn (10C/H) Old Kent Road (Lord Wellington)-Bricklayers Arms-St George's Church-Elephant and Castle-Kennington-Brixton-Streatham (Library) <i>Old Kent Road (Bowles Road) and Streatham Depots</i></p>
<p><u>Monday 1st August 1904 LCC</u> St George's Church to Elephant and Castle opened for electric cars</p>	<p>New route (10) St George's Church-Elephant and Castle-Brixton Road-Streatham <i>Clapham Depot</i></p>
<p><u>Monday 5th September 1904 LCC</u></p>	<p>Route operation revised (10) Operated temporarily by Camberwell (New Road) Depot staff</p>
<p><u>Saturday 3rd February 1906 LCC</u></p>	<p>Route allocation revised (10) St George's Church-Elephant and Castle-Brixton Road-Streatham <i>Streatham Depot</i></p>
<p><u>Tuesday 14th December 1909 LCC</u> New junction opened from Borough High Street to Marshalsea Road (ready Wednesday 30th September 1909)</p>	<p>Route extended (10) Southwark Bridge (Monday to Friday except evenings and Saturday until 230 pm)-St George's Church-Elephant and Castle-Brixton Road-Streatham <i>Streatham Depot</i></p>

<u>Saturday 5th November 1910 LCC</u> Streatham (St Leonard's)-Mitcham Lane-Southcroft Road-Tooting (Amen Corner) and Wimbledon Road, Summerstown opened	Route extended (10) Southwark Bridge (Monday to Friday except evenings and Saturday until 230 pm)-St George's Church-Elephant and Castle-Brixton Road-Streatham-Mitcham Lane-Tooting Broadway-Wimbledon Road, Summerstown <i>Streatham Depot</i>
<u>Monday 27th February 1911 LCC</u>	Route reduced (10) Southwark Bridge (Weekdays except evenings)-St George's Church-Elephant and Castle-Brixton Road-Streatham-Mitcham Lane-Tooting Broadway <i>Streatham Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 10 Southwark Bridge (Weekdays except evenings)-St George's Church-Elephant and Castle-Brixton Road-Streatham-Mitcham Lane-Tooting Broadway <i>Streatham Depot</i>
<u>Sunday 12th July 1914 LCC</u> New curve opened at Tooting Broadway	Route extended 10 Southwark Bridge (Weekdays except evenings)-St George's Church-Elephant and Castle-Brixton Road-Streatham-Mitcham Lane-Tooting Broadway-Merton, Longley Road <i>Streatham Depot</i>
<u>after January 1916 LCC</u>	Route allocation revised 10 Southwark Bridge (Weekdays except evenings)-St George's Church-Elephant and Castle-Brixton Road-Streatham-Mitcham Lane-Tooting Broadway <i>Streatham Depot</i>
<u>by April 1916 LCC</u>	Route reduced 10 Southwark Bridge (Weekdays rush hours)-St George's Church-Elephant and Castle-Brixton Road-Streatham-Mitcham Lane-Tooting Broadway <i>Streatham Depot</i>
<u>Thursday 16th June 1921 LCC</u>	Route operation revised 10 Southwark Bridge (Weekdays rush hours)-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway (worked with route 6) <i>Streatham Depot</i>
<u>Monday 24th November 1924 LCC</u>	Route operation revised 10 Southwark Bridge (Weekdays rush hours)-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway-Clapham Common-Elephant and Castle-Southwark Bridge (worked with route 6) <i>Clapham and Streatham Depots</i>
<u>Tuesday 14th July 1925 LCC</u> Southwark Bridge extension opened	Route extended 10 City and Southwark (Weekdays rush hours)-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway-Clapham Common-Elephant and Castle-Southwark Bridge (worked with route 6) <i>Clapham and Streatham Depots</i>
<u>Monday 21st or Thursday 31st December 1925 LCC</u>	Route operation revised 10 City and Southwark-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway-Clapham Common-Elephant and Castle-Southwark Bridge (worked with route 6) <i>Clapham and Streatham Depots</i>
<u>Thursday 19th July 1928 LCC</u>	Route operation revised 10 City and Southwark-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway <i>Streatham Depot</i>
<u>Saturday 3rd October 1931 LCC</u>	Route reduced 10 City and Southwark (except Saturday afternoons)-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway <i>Streatham Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 10 City and Southwark (except Saturday afternoons)-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway <i>Streatham Depot</i>
<u>Sunday 12th September 1937</u> Trolleybus conversion	Route extended 10 City and Southwark (except Saturday afternoons)-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway-(evening race meetings) Summerstown <i>Streatham Depot</i>
<u>Thursday 21st October 1937</u>	Route reduced 10 City and Southwark (except Saturday afternoons and Sunday mornings)-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway-(evening race meetings) Summerstown <i>Streatham Depot</i>
<u>Saturday 21st May 1938</u>	Route increased 10 City and Southwark (except Saturday afternoons)-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway-(evening race meetings) Summerstown <i>Streatham Depot</i>

Monday 15th January 1940 Tooting-Summerstown closed	Route reduced 10 City and Southwark (except Saturday afternoons)-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway <i>Streatham Depot</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 10 City and Southwark (except Saturday afternoons)-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway <i>Streatham Depot</i>
Wednesday 8th June 1949	Route allocation changed 10 City and Southwark (except Saturday afternoons)-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway <i>Norwood and Streatham(Weekdays)Depots</i>
Saturday 6th January 1951 Stage 2 of Bus conversion Clapham Depot converted to bus	Route replaced by 95 bus 10 City and Southwark (except Saturday afternoons)-St George's Church-Elephant and Castle-Brixton-Streatham-Tooting Broadway <i>Norwood and Streatham(Weekdays)Depots</i>

Route MET 10	
<u>Sunday 10th April 1881 NLST</u> North London Suburban Tramway Co Ltd opened-Edmonton-Edmonton / Tottenham Boundary Boundary	New horse route (MET 10H) (Yellow) Edmonton-Edmonton / Tottenham Boundary <i>Edmonton Depot</i>
<u>Monday 16th May 1881 NLST</u> Edmonton / Tottenham Boundary-High Cross Tottenham opened	Horse route extended (MET 10H) (Yellow) Edmonton-High Cross Tottenham <i>Edmonton Depot</i>
<u>Saturday 4th June 1881 NLST</u> High Cross Tottenham-Stamford Hill opened	Horse route extended (MET 10H) (Yellow) Edmonton-Stamford Hill <i>Edmonton Depot</i>
<u>Saturday 7th January 1882 NLST</u> Edmonton-Ponders End opened	Horse route extended (MET 10H) (Yellow) Ponders End-Stamford Hill <i>Edmonton Depot</i>
<u>Thursday 10th August 1882 NLST and NLT</u> North London Suburban Tramway Co Ltd became North London Tramways Co	Horse route taken over (MET 10H) (Yellow) Ponders End-Stamford Hill <i>Edmonton Depot</i>
<u>Wednesday 1st April 1885 NLT</u> Ponders End-Stamford Hill horse car route operated alternatively with steam cars	Steam and horse route operation revised (MET10H/S) (Yellow) Ponders End-Stamford Hill <i>Edmonton Depot</i>
<u>Sunday 31st May 1885 NLT</u> Ponders End-Stamford Hill horse car route withdrawn; operated solely with steam cars	Steam route operation revised (MET 10S) (Yellow) Ponders End-Stamford Hill <i>Edmonton Depot</i>
<u>Saturday 12th December 1885 NLT</u>	Steam route truncated (MET 10S) (Yellow) Seven Sisters' Corner-Stamford Hill (worked irregularly) <i>Edmonton Depot</i>
<u>Early 1887 NLT</u>	Steam route withdrawn (MET 10S) (Yellow) Seven Sisters' Corner-Stamford Hill (worked irregularly) <i>Edmonton Depot</i>
<u>Saturday 24th December 1887 NLT</u> Wood Green (Lordship Lane)-Wood Green (Truro Road) opened	Steam route reintroduced (MET 10S) (Yellow) Seven Sisters' Corner-Stamford Hill (worked irregularly) <i>Edmonton Depot</i>
<u>Saturday 1st August 1891 NLT and NMET</u> North Metropolitan Company took over North London Tramways Company Steam routes between Wood Green (Truro Road) and Wood Green (Lordship Lane) and Edmonton and Ponders End withdrawn; remainder taken over by horse routes	Steam route replaced by horse route (MET 10H) (Yellow) Seven Sisters' Corner-Stamford Hill (worked irregularly) <i>Edmonton Depot</i>
<u>Wednesday 26th November 1902 MET and NMET</u> (MET) purchased NMET lines in Middlesex	Horse route taken over (MET 10H) (Yellow) Seven Sisters' Corner-Stamford Hill (worked irregularly) <i>Edmonton Depot</i>
<u>Wednesday 24th August 1904 MET and MCC</u> Public opening of Stamford Hill to Tottenham (Brantwood Road) (MET line) and Wood Green-Tottenham (Bruce Grove) lines (MCC line) Line between Seven Sisters' Corner and Stamford Hill still operated by horse cars (Route 45H extended)	Horse route withdrawn (MET 10H) (Yellow) Seven Sisters' Corner-Stamford Hill (worked irregularly) <i>Edmonton Depot</i>

<u>Wednesday 12th April 1905 MET</u> Tottenham / Edmonton boundary-Angel Bridge, Edmonton opened (MET line)	New route (MET 10) Stamford Hill-Tottenham-Angel Bridge Edmonton 7 (MET) cars from Wood Green Depot
<u>Wednesday 19th July 1905 MET</u> Angel Bridge, Edmonton-Edmonton (Tramway Avenue) opened Last (MET) horse car route on Edmonton-Tottenham shuttle withdrawn	Route extended (MET 10) Stamford Hill-Tottenham-Edmonton Town Hall 10 (MET) cars from Edmonton Depot
<u>Wednesday 6th December 1905 MET and MCC</u> Operation of (MET) and MCC cars no longer kept separate	Route allocations revised (MET 10) Stamford Hill-Tottenham-Edmonton Town Hall 10 (MET) cars from Edmonton Depot
<u>July 1913 MET</u>	Route numbered (MET) 10 Stamford Hill-Tottenham-Edmonton Town Hall Edmonton Depot
<u>Wednesday 4th October 1916</u>	Route extended (MET) 10 Stamford Hill-Tottenham-Edmonton Town Hall-(rush hours and Saturday)-Ponders End (Southbury Road) Edmonton Depot
<u>Wednesday 2nd June 1920 LCC and MET</u>	Route withdrawn (MET) 10 Stamford Hill-Tottenham-Edmonton Town Hall-(rush hours and Saturday)-Ponders End (Southbury Road) Edmonton Depot

Route WH 10	
<u>Friday 21st April 1905 NMET and WHAM</u> Stratford-Forest Gate (Princess Alice) reopened and lay-by at Stratford opened	New route (WH 10) Stratford-Forest Gate-Wanstead Flats Stratford Temporary Depot
<u>Thursday 25th October 1906 WHAM</u>	Route extended (WH 10) Bow Bridge (rush hours)-Stratford-Forest Gate-Wanstead Flats West Ham Depot
<u>Wednesday 11th May 1910 LCC, WHAM, EHAM and LEY</u> Through running via Bow Road introduced	Route truncated (WH 10) Stratford-Forest Gate-Wanstead Flats West Ham Depot
<u>Wednesday 1st January 1913 WHAM</u> West Ham routes numbered	Routes numbered: (WH) 10 Stratford-Forest Gate-Wanstead Flats West Ham Depot
<u>Wednesday 1st April 1915 WHAM</u>	Route withdrawn (WH) 10 Stratford-Forest Gate-Wanstead Flats West Ham Depot
<u>Monday 3rd October 1921 EHAM and WHAM</u>	New route (WH) 10 (rush hours and Saturday) Stratford-Forest Gate-Barking Road (Boleyn) West Ham Depot
<u>Saturday 1st April 1922 WHAM</u>	Route withdrawn (WH) 10 (rush hours and Saturday) Stratford-Forest Gate-Barking Road (Boleyn) West Ham Depot
<u>Friday 1st September 1927 WHAM</u>	New route (WH) 10 (Inner Circular) (Weekdays) Stratford-Forest Gate-Green Street-Barking Road-Greengate Street-Plaistow-Stratford (and reverse) West Ham Depot
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (WH) 10 (Inner Circular) (Weekdays) Stratford-Forest Gate-Green Street-Barking Road-Greengate Street-Plaistow-Stratford (and reverse) West Ham Depot
<u>Thursday 4th April 1935</u>	Route withdrawn (WH) 10 (Inner Circular) (Weekdays) Stratford-Forest Gate-Green Street-Barking Road-Greengate Street-Plaistow-Stratford (and reverse) West Ham Depot

Route 11	
<u>by Tuesday 15th October 1912 LCC</u>	New route (11) Moorgate-Angel Islington-Highbury Corner-Highgate Archway (Weekdays rush hours) Holloway Depot
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 11 Moorgate-Angel Islington-Highbury Corner-Highgate Archway (Weekdays rush hours) Holloway Depot

<u>Thursday 25th June 1914 LCC</u> Old Street-Cannonbury Road-Highbury Corner reopened for electric cars and new junction at Dalston Junction opened	Route diverted and extended 11 Moorgate-Cannonbury Road-Highbury Corner-Highgate Archway-(Weekdays between rush hours and Sunday)-Highgate Village <i>Holloway Depot</i>
<u>Friday 25th September 1914 LCC</u>	Route increased 11 Moorgate- Cannonbury Road-Highbury Corner-Highgate Archway-Highgate Village <i>Holloway Depot</i>
<u>Sunday 27th May 1928 LCC</u>	New route 11 EX (Sunday) Highbury Corner-Highgate Archway-Highgate Village <i>Holloway Depot</i>
<u>Sunday 10th June 1928 LCC</u>	Route extended 11 EX (Sunday) Essex Road-Highgate Archway-Highgate Village <i>Holloway Depot</i>
<u>Thursday 12th November 1931 LCC</u>	Route reduced 11 Moorgate-Cannonbury Road-Highbury Corner-Highgate Archway-Highgate Village <i>Holloway Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 11 Moorgate-Cannonbury Road-Highbury Corner-Highgate Archway-Highgate Village <i>Holloway Depot</i> 11 EX (Sunday) Essex Road-Highgate Archway-Highgate Village <i>Holloway Depot</i>
Sunday 10th December 1939 Trolleybus conversion	Route replaced by 611 trolleybus 11 Moorgate-Cannonbury Road-Highbury Corner-Highgate Archway-Highgate Village <i>Holloway Depot</i> Route replaced by 611 trolleybus 11 EX (Sunday) Essex Road-Highgate Archway-Highgate Village <i>Holloway Depot</i>

Route 12	Including horse bus route over London Bridge
<u>Saturday 1st January 1881 SLT</u> South London Tramways Company opened- Nine Elms Lane (Royal Rifleman)- Battersea (Princes Head)	New horse route (12H) (Green) Nine Elms Lane (Royal Rifleman)-Battersea (Princes Head) <i>Battersea (Queen's Road) Depot</i>
<u>Wednesday 5th January 1881 SLT</u> Nine Elms Lane (Coal Wharf Gates)-Nine Elms Lane (Royal Rifleman) and-Battersea (Princes Head)-Battersea (Plough Road) opened	Horse route extended (12H) (Green) Nine Elms Lane (Coal Wharf Gates)-Battersea (Princes Head)-Battersea (Plough Road) <i>Battersea (Queen's Road) Depot</i>
<u>Sunday 6th May 1883 SLT</u> Battersea (Plough Lane)-Wandsworth (North Street) opened	Horse route extended (12H) (Green) Nine Elms Lane (Coal Wharf Gates)-Battersea (Princes Head)-Wandsworth (North Street) <i>Battersea (Queen's Road) and Wandsworth Depots</i>
<u>Tuesday 29th May 1883 SLT</u> Lambeth Bridge-St George's Circus-Southwark Bridge Road-Southwark Bridge and Southwark Street-Hop Exchange opened	New horse routes (12/1H) (Red) Southwark Bridge-Southwark Bridge Road-St George's Circus-Lambeth Bridge <i>Borough Road Depot</i> (12/2H) (Green) Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge <i>Borough Road Depot</i> New horse bus route (12HB) (Brown) Hop Exchange-London Bridge-Gracechurch Street <i>Borough Road Depot</i>
<u>Saturday 18th August 1883 SLT</u> Nine Elms Lane (Coal Wharf Gates)-Vauxhall Cross-Lambeth Bridge, Waterloo Road, Lambeth Road, St George's Road and Lancaster Street opened	Horse routes extended (12H) (Green) Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall Cross-Battersea (Princes Head)-Wandsworth (North Street) <i>Borough Road and Wandsworth Depots</i> (12/1H) (Red) Southwark Bridge-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall Cross-Battersea (Princes Head)-Wandsworth (North Street) <i>Borough Road and Wandsworth Depots</i> Horse route withdrawn (12/2H) (Green) Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge <i>Borough Road Depot</i>

<u>Friday 24th July 1891 SLT</u>	New experimental horse route (12/3H) (Yellow) Southwark Bridge-St George's Circus-St George's Road-Elephant and Castle <i>Borough Road Depot</i>
<u>By May 1892 SLT</u>	New experimental horse route (12/4H) (Yellow) St Thomas' Hospital-Lambeth Road-St George's Road-Elephant and Castle <i>Borough Road Depot</i> Horse routes withdrawn (12/1H) (Red) Southwark Bridge-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall Cross-Battersea (Princes Head)-Wandsworth (North Street) <i>Borough Road and Wandsworth Depots</i> (12/3H) (Yellow) Southwark Bridge-St George's Circus-St George's Road-Elephant and Castle <i>Borough Road Depot</i>
<u>By May 1894 SLT</u> St George's Road line disused	Horse route withdrawn (12/4H) (Yellow) St Thomas' Hospital-Lambeth Road-St George's Road-Elephant and Castle <i>Borough Road Depot</i>
<u>Sunday 2nd July 1899 SLT</u> Horse bus routes sold off	Horse bus route withdrawn (12HB) (Brown) Hop Exchange-London Bridge-Gracechurch Street <i>Borough Road Depot</i>
<u>Wednesday 22nd November 1902 LCC</u> South London Tramways Company purchased by LCC	Horse route taken over (12H) (Green) Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall Cross-Battersea (Princes Head)-Wandsworth (North Street) <i>Borough Road and Wandsworth Depots</i>
<u>Sunday 5th August 1906 LCC</u> Tooting Broadway-Wandsworth-Battersea (Plough Road) opened	New route (12) Tooting Broadway-Wandsworth-Battersea (Plough Road) <i>Clapham Depot (A and D class cars used until E class, still under construction at Clapham Depot were introduced)</i> Horse route truncated (12H) Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall Cross-Battersea (Plough Road) <i>Battersea (Queen's Road) and Borough Road Depots</i>
<u>Monday 24th September 1906 LCC</u> Lambeth Bridge-St George's Circus-Southwark Bridge Road-Hop Exchange reopened for electric cars (St George's Circus to Hop Exchange section ready for reopening Monday 1st August 1904)	New route (12/1) Vauxhall-Lambeth Bridge-St George's Circus-Southwark Bridge Road-Hop Exchange <i>Camberwell Depot</i> Horse route truncated and increased in frequency (12H) Vauxhall Cross-Battersea (Plough Road) <i>Battersea (Queen's Road) Depot</i>
<u>Saturday 13th October 1906 LCC</u> Battersea (Plough Road)-Battersea Park Station and Clapham Junction to Battersea (Princes Head) reopened for electric cars	Route extended (12) Tooting Broadway-Wandsworth-Battersea Park Station <i>14 E class cars from Wandsworth Depot</i> Horse route truncated (12H) Vauxhall Cross-Battersea Park Station <i>Battersea (Queen's Road) Depot</i>
<u>Saturday 22nd December 1906 LCC</u> Battersea Park Station-Vauxhall Cross reopened for electric cars	Route extended (12) Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall-Battersea Park Station-Wandsworth-Tooting Broadway <i>Wandsworth Depot</i> Routes withdrawn (12/1) Vauxhall-Lambeth Bridge-St George's Circus-Southwark Bridge Road-Hop Exchange <i>Camberwell Depot</i> Horse route withdrawn (12H) Vauxhall Cross-Battersea Park Station <i>Battersea (Queen's Road) Depot</i>
<u>Sunday 13th October 1907 LCC</u> Tooting High Street-Tooting Junction Station opened	Route extended (12) Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall-Battersea Park Station-Wandsworth-Tooting Broadway-Tooting Junction <i>Wandsworth Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 12 Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall-Battersea Park Station-Wandsworth-Tooting Broadway-Tooting Junction <i>Wandsworth Depot</i>
<u>Sunday 8th November 1931 LCC</u> Lambeth Bridge approach road reconstruction Route 12 operated in two sections	

<u>Wednesday 20th January 1932 LCC</u> Lambeth Bridge approach road reconstruction completed Route 12 restored to normal	
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 12 Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall-Battersea Park Station-Wandsworth-Tooting Broadway-Tooting Junction <i>Wandsworth Depot</i>
<u>Sunday 12th September 1937</u> Trolleybus conversion	Route partially replaced by 612 trolleybus 12 Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall-Battersea Park Station-Wandsworth <i>Wandsworth Depot</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 12 Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall-Battersea Park Station-Wandsworth <i>Wandsworth Depot</i>
<u>Saturday 30th September 1950</u> Stage 1 of Bus conversion Wandsworth Depot converted to bus	Route replaced by 44 bus 12 Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall-Battersea Park Station-Wandsworth <i>Wandsworth Depot</i>

Route 13	
<u>By May 1895 NMET</u>	New horse route (13H) Aldersgate- Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway-Highgate Archway (Workman's cars only) <i>Highgate (Holloway Road) Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (13H) Aldersgate- Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway-Highgate Archway (Workman's cars only) <i>Highgate (Holloway Road) Depot</i>
<u>Sunday 1st April 1906 LCC and NMET and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (13H) Aldersgate- Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway-Highgate Archway (Workman's cars only) <i>Highgate (Holloway Road) Depot</i>
<u>Saturday 15th June 1907 LCC</u> Highbury Bridge closed for reconstruction	Horse route diverted (13H) Aldersgate- Angel Islington-Liverpool Road-Holloway Road-Nag's Head Holloway-Highgate Archway (Workman's cars only) <i>Highgate (Holloway Road) Depot</i>
<u>Wednesday 27th November 1907 LCC</u> Aldersgate-Goswell Road-Rosebery Avenue reopened for electric cars	New route (13) Aldersgate-Angel Islington-Highbury Corner <i>8 single deck cars from Cannonbury Depot</i> Horse route withdrawn (13H) Highbury-Holloway Road-Nag's Head Holloway-Highgate Archway (Workman's cars only) <i>Highgate (Holloway Road) Depot</i>
<u>Wednesday 18th December 1907 LCC</u> Track work on Highbury Bridge completed	Route extended (13) Aldersgate-Angel Islington-Highbury Station-(Weekdays) Highgate Archway <i>Holloway Depot</i>
<u>Monday 7th December 1908 LCC</u>	Route extended (13) Aldersgate-Angel Islington-Highbury Station-(Weekdays) Highgate Archway (2 early cars to Smithfield) <i>Holloway Depot</i>
<u>Sunday 26th May 1912 LCC</u>	Route extended (13) Aldersgate-Angel Islington-Highbury Station-Highgate Archway (2 early cars to Smithfield) <i>Holloway Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 13 Aldersgate-Angel Islington-Highbury Station-Highgate Archway (2 early cars to Smithfield) <i>Holloway Depot</i>
<u>July 1913 LCC</u>	Route extended 13 Aldersgate-Angel Islington-Highbury Station-Highgate Archway-(Sunday)-Highgate Village (2 early cars to Smithfield) <i>Holloway Depot</i>
<u>November 1913 LCC</u>	Route reduced 13 Aldersgate-Angel Islington-Highbury Station-Highgate Archway (2 early cars to Smithfield) <i>Holloway Depot</i>

<u>Sunday 1st January 1922 LCC</u>	Route reduced 13 (Weekdays) Aldersgate-Angel Islington-Highbury Station-Highgate Archway (2 early cars to Smithfield) <i>Holloway Depot</i>
<u>Thursday 8th May 1930 LCC</u>	Route reduced 13 (Weekdays rush hours) Aldersgate-Angel Islington-Highbury Station-Highgate Archway (2 early cars to Smithfield) <i>Holloway Depot</i>
<u>Thursday 15th January 1931 LCC</u> Kingsway Subway reopened for electric cars	Route increased 13 (Weekdays) Aldersgate-Angel Islington-Highbury Station-Highgate Archway (2 early cars to Smithfield) <i>Holloway Depot</i>
<u>Saturday 3rd October 1931 LCC</u>	Route reduced 13 (Monday to Saturday rush hours) Aldersgate-Angel Islington-Highbury Station-Highgate Archway (2 early cars to Smithfield) <i>Holloway Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 13 (Monday to Saturday rush hours) Aldersgate-Angel Islington-Highbury Station-Highgate Archway (2 early cars to Smithfield) <i>Holloway Depot</i>
<u>Sunday 6th March 1938</u> Trolleybus conversion	Route withdrawn 13 (Monday to Saturday rush hours) Aldersgate-Angel Islington-Highbury Station-Highgate Archway (2 early cars to Smithfield) <i>Holloway Depot</i>

Route 14	Including horse bus route at Vauxhall
<u>Wednesday 29th March 1882 SLT</u>	New horse bus route (14HB) Nine Elms Lane (Coal Wharf Gates)-Vauxhall Cross <i>Battersea (Queen's Road) Depot</i>
<u>Monday 1st May 1882 SLT</u>	Horse bus route extended (14HB) Nine Elms Lane (Coal Wharf Gates)-Vauxhall Cross-Lambeth Bridge-Westminster Bridge <i>Battersea (Queen's Road) Depot</i>
<u>Saturday 18th August 1883 SLT</u> Nine Elms Lane (Coal Wharf Gates)-Vauxhall Cross-Lambeth Bridge, Waterloo Road, Lambeth Road, St George's Road and Lancaster Street opened	Horse bus route truncated (14HB) Lambeth Bridge-Westminster Bridge <i>Borough Road Depot</i>
<u>Tuesday 9th October 1883 SLT</u> Wandsworth Road Station (Westbury Road)-Vauxhall (Nine Elms Lane Junction), Lambeth Bridge-Lambeth Palace Road-Westminster Bridge and Battersea (Prince of Wales Road) opened	New horse routes (14H) (Blue) Westminster Bridge-Lambeth Bridge-Vauxhall Cross-Battersea (Princes Head)-Wandsworth (North Street) <i>Battersea (Queen's Road) and Wandsworth Depots</i> (14H/1) (Blue) (Sunday and Bank Holidays) Westminster Bridge-Lambeth Bridge-Vauxhall Cross-Prince of Wales Road-Battersea Park <i>Battersea (Queen's Road) Depot</i> Horse bus route withdrawn (14HB) Lambeth Bridge-Westminster Bridge <i>Borough Road Depot</i>
<u>Wednesday 22nd November 1902 LCC</u> South London Tramways Company purchased by LCC	Horse route taken over (14H) (Blue) Westminster Bridge-Lambeth Bridge-Vauxhall Cross-Battersea (Princes Head)-Wandsworth (North Street) <i>Battersea (Queen's Road and Wandsworth Depots)</i> (14H/1) (Blue) (Sunday and Bank Holidays) Westminster Bridge-Lambeth Bridge-Vauxhall Cross-Prince of Wales Road-Battersea Park <i>Battersea (Queen's Road) Depot</i>
<u>Sunday 5th August 1906 LCC</u> Tooting Broadway-Wandsworth-Battersea (Plough Road) opened	Horse route truncated (14H) Westminster Bridge-Lambeth Bridge-Vauxhall Cross-Battersea (Plough Road) <i>Battersea (Queen's Road) Depot</i>
<u>Saturday 8th September 1906 LCC</u> Vauxhall-Stangate reopened for electric cars	Horse route truncated (14H) Vauxhall Cross-Battersea (Plough Road) <i>Battersea (Queen's Road) Depot</i>
<u>Monday 24th September 1906 LCC</u> Lambeth Bridge-St George's Circus-Southwark Bridge Road-Hop Exchange reopened for electric cars (St George's Circus to Hop Exchange section ready for reopening Monday 1st August 1904) Prince of Wales Road-Battersea Park closed	Horse routes withdrawn (14H) Vauxhall Cross-Battersea (Plough Road) <i>Battersea (Queen's Road) Depot</i> (14H/1) (Sunday and Bank Holidays) Westminster Bridge-Lambeth Bridge-Vauxhall Cross-Prince of Wales Road-Battersea Park <i>Battersea (Queen's Road) Depot</i>

<u>Monday 8th November 1909 LCC</u>	New night route (NIGHT 14) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield Station <i>Wandsworth Depot</i>
<u>Monday 6th December 1909 LCC</u>	Enhanced night route (later route at 4.10 am from Earlsfield to Waterloo Bridge) (NIGHT 14) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield Station <i>Wandsworth Depot</i>
<u>Wednesday 7th September 1910 LCC</u>	New route (14) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield Station (Weekdays rush hours) <i>Wandsworth Depot</i>
<u>Monday 2nd January 1911 LCC</u>	Night route reduced (NIGHT 14) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Battersea, Princes Head <i>Wandsworth Depot</i>
<u>Monday 27th February 1911 LCC</u>	Route extended (14) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield Station-Wimbledon Road, Summerstown (Weekdays rush hours) (Saturday Battersea, "Princes Head" to Tooting Broadway) <i>Wandsworth Depot</i>
<u>Monday 17th June 1912 LCC</u>	Route extended (14) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield Station-(Weekdays rush hours and Sunday afternoons) Wimbledon Road, Summerstown-Tooting Broadway-Tooting Junction (Saturday Battersea, "Princes Head" to Tooting Broadway) <i>Wandsworth Depot</i>
<u>by Tuesday 15th October 1912 LCC</u>	Route increased (14) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield Station-Tooting Broadway-Tooting Junction (Weekdays rush hours) (St Thomas' Hospital on Sunday afternoons and evenings) <i>Wandsworth Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 14 Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield Station-(Weekdays rush hours and Sunday afternoons) Wimbledon Road, Summerstown-Tooting Broadway-Tooting Junction (Saturday Battersea, "Princes Head" to Tooting Broadway) <i>Wandsworth Depot</i>
<u>Monday 9th June 1913 LCC</u>	Route extended 14 Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield-Tooting Broadway-Tooting Junction (Weekdays am rush hours) Wandsworth-Tooting Broadway-Streatham Library (Weekdays daytime) Victoria Embankment (John Carpenter Street)-Streatham Library (Weekdays pm rush hours) Wandsworth-Streatham Library (Weekdays evenings and Saturday afternoons and evenings) Battersea "Princes Head"-Streatham Library (Sunday until 4 pm) New Scotland Yard-Streatham Library (Sunday from 4 pm) <i>Wandsworth Depot</i>
<u>Monday 30th June 1913 LCC</u>	Route adjusted 14 Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield-Tooting Broadway-Tooting Junction (Weekdays am rush hours) Battersea 'Princes Head'-Tooting Broadway-Streatham Library (Weekdays daytime) Victoria Embankment (John Carpenter Street)-Streatham Library (Weekdays pm/lunch time rush hours) Battersea 'Princes Head'-Streatham Library (Weekdays evenings and Saturday afternoons and evenings) Battersea Latchmere Road-Streatham Library (Sunday until 4 pm) New Scotland Yard-Streatham Library (Sunday from 4 pm) <i>Wandsworth Depot</i>

<p><u>by December 1913 LCC</u></p>	<p>Route operation revised 14 Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield-Wimbledon Road, Summerstown (Weekdays am rush hours) Battersea Latchmere Road-Tooting Broadway-Streatham Library (Weekdays daytime) Victoria Embankment (John Carpenter Street)-Tooting Junction (Weekdays pm rush hours) Battersea 'Princes Head'-Tooting Junction (Weekdays evenings) Vauxhall-Tooting Junction (Saturday afternoons) Vauxhall-Streatham Library (Saturday evenings) Battersea Latchmere Road-Streatham Library (Sunday until 310 pm) Queens Road/Lavender Hill Battersea-Streatham Library (Sunday from 310 pm) <i>Wandsworth Depot</i></p>
<p><u>Tuesday 15th September 1914 LCC</u></p>	<p>Route truncated 14 Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield-Wimbledon Road, Summerstown (Weekdays am rush hours) Victoria Embankment (John Carpenter Street)-Tooting Junction-(Weekdays except am rush) Victoria Embankment (Waterloo Bridge)-Tooting Junction (Sunday) <i>Wandsworth Depot</i></p>
<p><u>Friday 16th July 1915 LCC</u> Putney Bridge Road-Wandsworth High Street opened with a plough shift installed</p>	<p>Route truncated 14 Victoria Embankment (John Carpenter Street) (Weekdays)-Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth (early morning journeys to Summerstown) <i>Wandsworth Depot</i></p>
<p><u>Tuesday 12th May 1918 LCC</u></p>	<p>Route extended 14 Victoria Embankment (John Carpenter Street) (Weekdays)-Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-(Weekdays rush hours) Earlsfield Station (early morning journeys to Summerstown) <i>Wandsworth Depot</i></p>
<p><u>Monday 13th January 1919 LCC</u></p>	<p>Route increased 14 (Weekdays) Hop Exchange-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-(Weekdays rush hours) Earlsfield Station (early morning journeys to Summerstown) <i>Wandsworth Depot</i></p>
<p><u>Saturday 3rd September 1921 LCC</u></p>	<p>Route increased 14 (Weekdays) Hop Exchange-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-(Weekdays rush hours) Earlsfield Station (14 EX route to King's Road, Chelsea when Chelsea FC at home) (early morning journeys to Summerstown) <i>Wandsworth Depot</i></p>
<p><u>Saturday 15th November 1924 LCC</u></p>	<p>Route increased 14 (Weekdays) Hop Exchange-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-(Weekdays rush hours and Saturday afternoon and evening) Earlsfield Station-(Saturday afternoon and evening)-Tooting-Tooting Junction (14 EX route to King's Road, Chelsea when Chelsea FC at home) (early morning journeys to Summerstown) <i>Wandsworth Depot</i></p>
<p><u>Sunday 16th May 1926 LCC</u></p>	<p>Route increased 14 (Weekdays) Hop Exchange-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-(Weekdays rush hours and Saturday afternoon and evening) Earlsfield Station-(Saturday afternoon and evening)-Tooting-Tooting Junction (14 EX route to King's Road, Chelsea when Chelsea FC at home) (early morning journeys to Summerstown) (Sunday Savoy Street-Tooting Junction) <i>Wandsworth Depot</i></p>
<p><u>Sunday 24th October 1926 LCC</u></p>	<p>Route reduced 14 (Weekdays) Hop Exchange-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-(Weekdays rush hours and Saturday afternoon and evening) Earlsfield Station-(Saturday afternoon and evening)-Tooting-Tooting Junction (14 EX route to King's Road, Chelsea when Chelsea FC at home) (early morning journeys to Summerstown) <i>Wandsworth Depot</i></p>
<p><u>Thursday 16th April 1931 LCC and LUT</u> Through running and plough shift introduced at Summerstown</p>	<p>Route extended 14 (Weekdays) Hop Exchange-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield Station-Haydons Road-Wimbledon Hill Road (Sunday Wandsworth-Wimbledon Hill Road) <i>Wandsworth Depot</i></p>

<u>Saturday 3rd October 1931 LCC</u>	Night Route extended (NIGHT 14) Blackfriars-Victoria Embankment-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield-Tooting Broadway <i>Wandsworth Depot</i>
<u>Thursday 15th December 1932 LCC</u>	Route truncated 14 (Weekdays) Hop Exchange-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield Station-Haydons Road-Wimbledon Station (Sunday Wandsworth-Wimbledon Station) <i>Wandsworth Depot</i>
<u>by Friday 30th June 1933 LCC</u>	Route operation revised 14 (Weekdays) Hop Exchange-Blackfriars Bridge (Not Monday to Friday late evening or after Saturday afternoon)-Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield Station-Haydons Road-Wimbledon Station (Sunday Wandsworth-Wimbledon Station) <i>Wandsworth Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 14 (Weekdays) Hop Exchange-Blackfriars Bridge (Not Monday to Friday late evening or after Saturday afternoon)-Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield Station-Haydons Road-Wimbledon Station (Sunday Wandsworth-Wimbledon Station) <i>Wandsworth Depot</i> (NIGHT 14) Blackfriars-Victoria Embankment-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth-Earlsfield-Tooting Broadway <i>Wandsworth Depot</i>
<u>Wednesday 16th May 1934</u> Haydons Road line closed	Route reduced 14 (Weekdays) Hop Exchange-Blackfriars Bridge (Not Monday to Friday late evening or after Saturday afternoon)-Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth (one early morning journey)-Earlsfield Station-Summerstown <i>Wandsworth Depot</i>
<u>Sunday 23rd August 1936</u>	Route reduced 14 (Weekdays, not midday Monday to Friday) Hop Exchange-Blackfriars Bridge (Not Monday to Friday late evening or after Saturday afternoon)-Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth <i>Wandsworth Depot</i>
<u>Sunday 12th September 1937</u> Trolleybus conversion	Route reduced (NIGHT 14) Blackfriars-Victoria Embankment-Westminster Bridge-Vauxhall-Battersea Park Station-Battersea <i>Wandsworth Depot</i>
<u>Wednesday 2nd August 1939</u>	Route withdrawn 14 (Weekdays, not midday Monday to Friday) Hop Exchange-Blackfriars Bridge (Not Monday to Friday late evening or after Saturday afternoon)-Victoria Embankment (John Carpenter Street)-Westminster Bridge-Vauxhall-Battersea Park Station-Wandsworth <i>Wandsworth Depot</i>
<u>Wednesday 19th June 1946</u> Night services numbered	Route (NIGHT 14) replaced by night route 3 3 Battersea-Blackfriars <i>Wandsworth Depot</i>

Route 15	
<u>Wednesday 16th January 1907 LCC</u> Whitechapel (Gardiner's Corner)-Clerkenwell Road-Bloomsbury and Holborn Hall-Holborn (Chancery Lane) reopened for electric cars	New route (15) Holborn-Angel Islington-Highbury Station <i>Poplar Depot</i>
<u>Saturday 15th June 1907 LCC</u> Highbury Bridge closed for reconstruction	Route withdrawn (15) Holborn-Angel Islington-Highbury Station <i>Poplar Depot</i>
<u>Wednesday 18th December 1907 LCC</u> Track work on Highbury Bridge completed	New route (15) Holborn-Angel Islington-Highbury Station-Highgate Archway <i>Holloway Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 15 Holborn-Angel Islington-Highbury Station-Highgate Archway <i>Holloway Depot</i>

<u>Tuesday 20th April 1915 LCC</u>	Route reduced 15 Holborn-Angel Islington-Highbury Station-Highgate Archway (Weekdays rush hours) <i>Holloway Depot</i>
<u>Sunday 25th July 1915 LCC</u>	Route withdrawn 15 Holborn-Angel Islington-Highbury Station-Highgate Archway (Weekdays rush hours) <i>Holloway Depot</i>
<u>Wednesday 9th July 1924 LCC</u>	New route 15 Moorgate-Angel Islington-King's Cross-Great College Street-Kentish Town-Parliament Hill Fields <i>Hampstead Depot</i>
<u>Thursday 24th May 1928 LCC</u>	Route allocation revised 15 Moorgate-Angel Islington-King's Cross-Great College Street-Kentish Town-Parliament Hill Fields <i>Hampstead Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 15 Moorgate-Angel Islington-King's Cross-Great College Street-Kentish Town-Parliament Hill Fields <i>Hampstead Depot</i>
<u>Sunday 10th July 1938</u> Trolleybus conversion	Route replaced by 615 trolleybus 15 Moorgate-Angel Islington-King's Cross-Great College Street-Kentish Town-Parliament Hill Fields <i>Hampstead Depot</i>

Routes 16/16A	
<u>Monday 2nd May 1870 MST</u> Metropolitan Street Tramway Company started routes Kennington (Horns)-Brixton (Gresham Road) opened	New horse route (16H) (Red) Kennington (Horns)-Brixton (Gresham Road) <i>Brixton Depot</i>
<u>Wednesday 5th October 1870 MST</u> Westminster Bridge Road (Hercules Buildings)-Kennington (Horns) and Brixton (Gresham Road)-Brixton (St Matthew's Church) opened	Horse route extended (16H) (Red) Westminster Bridge Road-Kennington-Brixton (St Matthew's Church) <i>Brixton Depot</i>
<u>Saturday 22nd October 1870 MST</u> Foot of Westminster Bridge-Westminster Bridge Road (Hercules Buildings) opened	Horse route extended (16H) (Red) Westminster Bridge-Kennington-Brixton (St Matthew's Church) <i>Brixton Depot</i>
<u>Monday 21st August 1871 MST</u> Brixton (St Matthew's Church)-Brixton Hill (Water Lane) opened	Horse route extended (16H) (Red) Westminster Bridge-Kennington-Brixton Hill (Water Lane) <i>Brixton Depot</i>
<u>Monday 28th July 1873 LTC</u> Metropolitan Street Tramway Company and Pimlico, Peckham and Greenwich Street Tramway Company sold to the London Tramways Company	Horse route taken over (16H) (Red) Westminster Bridge-Kennington-Brixton Hill (Water Lane) <i>Brixton Depot</i>
<u>Tuesday 28th December 1874 LTC</u> Kennington (Horns)-Elephant and Castle-St George's Church opened	Horse route allocation revised (16H) (Red) Westminster Bridge-Kennington-Brixton Hill (Water Lane) <i>Brixton and Kennington Cross Depots</i>
<u>Wednesday 12th August 1891 LTC</u> Brixton Hill (Water Lane)-Streatham (Telford Avenue) opened	Horse route extended (16H) (Red) Westminster Bridge-Kennington-Brixton-Streatham (Telford Avenue) <i>Brixton and Kennington Cross Depots</i>
<u>Wednesday 7th December 1892 LTC</u> Kennington-Brixton-Streatham (Telford Avenue) converted to cable	New cable / horse route (16C/H) (Red) Westminster Bridge-Kennington-Brixton-Streatham (Telford Avenue) <i>Kennington (Brixton Road), Kennington Cross and Streatham Depots</i> Horse routes withdrawn (16H) (Red) Westminster Bridge-Kennington-Brixton-Streatham (Telford Avenue) <i>Brixton and Kennington Cross Depots</i>
<u>Tuesday 13th December 1892 LTC</u> Cable routes temporarily reverted to horse	Horse route temporarily restored (16H) (Red) Westminster Bridge-Kennington-Brixton-Streatham (Telford Avenue) <i>Brixton and Kennington Cross Depots</i> Cable / horse route withdrawn (16C/H) (Red) Westminster Bridge-Kennington-Brixton-Streatham (Telford Avenue) <i>Kennington (Brixton Road), Kennington Cross and Streatham Depots</i>

<u>Wednesday 21st December 1892 LTC</u> Cable routes restored	Cable / horse route restored (16C/H) (Red) Westminster Bridge-Kennington-Brixton-Streatham (Telford Avenue) <i>Kennington (Brixton Road), Kennington Cross and Streatham Depots</i> Horse routes withdrawn (16H) (Red) Westminster Bridge-Kennington-Brixton-Streatham (Telford Avenue) <i>Brixton and Kennington Cross Depots</i>
<u>Saturday 23rd November 1895 LTC</u> Streatham (Telford Avenue)-Streatham (Library) opened	Cable / horse route extended (16C/H) (Red) Westminster Bridge-Kennington-Brixton-Streatham (Library) <i>Kennington (Brixton Road), Kennington Cross and Streatham Depots</i>
<u>Sunday 1st January 1899 LCC and LTC</u> London Tramways Company purchased by LCC	Cable / horse route taken over (16C/H) (Red) Westminster Bridge-Kennington-Brixton-Streatham (Library) <i>Kennington (Brixton Road), Kennington Cross and Streatham Depots</i>
<u>Sunday 2nd August 1903 LCC</u> Camberwell New Road-Brixton Road (Handforth Road) reopened for electric cars Through electric cars cable hauled to Brixton Hill but cable route still retained between Streatham and Brixton Road	New cable/electric routes (16C/E) Westminster Bridge-Kennington Road-Brixton Road and cable to Brixton-Streatham <i>Clapham Depot</i> (16) Westminster Bridge-Kennington Road-Brixton Road <i>Clapham Depot</i> (16C) Brixton Road-Brixton-Streatham <i>Streatham Depot</i> Horse/cable route withdrawn (16C/H) Westminster Bridge-Kennington-Brixton-Streatham (Library) <i>Kennington (Brixton Road), Kennington Cross and Streatham Depots</i>
<u>Wednesday 14th October 1903 LCC</u> Through electric-cable route suspended Cable route continued from Streatham to Brixton Road only with separate electric route from Brixton Road to Westminster and Blackfriars Bridges	Cable / electric route withdrawn (16C/E) Westminster Bridge-Kennington Road-Brixton Road and cable to Brixton-Streatham <i>Clapham Depot</i>
<u>Wednesday 5th April 1904 LCC</u> Streatham cable route closed for reconstruction	Cable Route withdrawn (16C) Brixton Road-Brixton-Streatham
<u>Saturday 21st May 1904 LCC</u> Kennington (Brixton Road)-Brixton reopened for electric cars	Route extended (16) Westminster Bridge-Kennington Road-Brixton Road-Brixton <i>Clapham Depot</i>
<u>Monday 30th May 1904 LCC</u> Brixton-Brixton, Water Lane reopened for electric cars	Route extended (16) Westminster Bridge-Kennington Road-Brixton Road-Brixton, Water Lane <i>Clapham Depot</i>
<u>Sunday 19th June 1904 LCC</u> Brixton, Water Lane-Streatham reopened for electric cars	Route extended (16) Westminster Bridge-Kennington Road-Brixton Road-Streatham <i>Clapham and Peckham Depot</i>
<u>Monday 27th June 1904 LCC</u>	Route allocation revised (16) Westminster Bridge-Kennington Road-Brixton Road-Streatham <i>Clapham Depot</i>
<u>Saturday 3rd February 1906 LCC</u>	Routes allocation revised (16) Westminster Bridge-Kennington Road-Brixton Road-Streatham <i>Streatham Depot</i>
<u>Saturday 15th December 1906 LCC</u> Westminster Bridge-Victoria Embankment (John Carpenter Street) opened	Route extended (16) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Kennington Road-Brixton Road-Streatham <i>Streatham Depot</i>
<u>Saturday 31st July 1909 LCC</u> Streatham Library-Norbury (County Boundary) (partially overhead system) opened	Route extended (16) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Kennington Road-Brixton Road-Streatham-Norbury <i>Streatham Depot</i>
<u>Tuesday 14th September 1909 LCC</u> Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Blackfriars Bridge Road opened	Route extended (16) Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment (worked with route 18) <i>Streatham Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 16 Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment (worked with route 18) <i>Streatham Depot</i>
<u>Monday 21st February 1916 LCC</u>	Trailer route trailers on route 16 <i>Streatham Depot</i>
<u>September 1916 LCC</u>	Trailer route trailers into route from <i>Norwood Depot</i> on route 16

<u>Thursday 15th March 1923 LCC</u>	Trailer working on route 16 withdrawn New and revised route 16 Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment (worked with route 18) <i>Streatham Depot</i> 16A Streatham (St Leonard's)-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment (worked with route 18A) <i>Streatham Depot</i>
<u>Monday 23rd April 1923 LCC</u>	Route increased 16 Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment (worked with route 18) <i>Streatham Depot</i> Route withdrawn 16A Streatham (St Leonard's)-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment (worked with route 18A) <i>Streatham Depot</i>
<u>Monday 12th November 1923 LCC</u> Changing of route numbers on cars on Victoria Embankment loop discontinued	Route operation revised 16 Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Norbury (worked with route 18) <i>Streatham Depot</i>
<u>Monday 6th March 1924 LCC</u>	<i>Brixton Hill Depot</i> opened Accommodation provided for 50 cars 31 cars of the 1727-1776 series used on part of route 16
<u>Sunday 7th February 1926 LCC and CCT</u> Through running at Norbury introduced	Route extended 16 Purley-Croydon-Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Purley (worked with route 18) <i>Purley, Streatham and Thornton Heath Depots</i> New route 16EX Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle- Norbury (worked with route 18EX) <i>cars from route 16 allocation from Streatham Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 16 Purley-Croydon-Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Purley (worked with route 18) <i>Purley, Streatham and Thornton Heath Depots</i> 16EX Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle- Norbury (worked with route 18EX) <i>cars from route 16 allocation from Streatham Depot</i>
<u>Thursday 23rd July 1936</u>	Allocation altered 16 Purley-Croydon-Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Purley (worked with route 18) <i>Purley, Streatham and Thornton Heath Depots</i>
<u>Sunday 12th September 1937</u> Purley Depot closed	Allocation altered 16 Purley-Croydon-Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Purley (worked with route 18) <i>Streatham and Thornton Heath Depots</i>
<u>Thursday 14th October 1937</u>	Allocation altered 16EX Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle- Norbury (worked with route 18EX) <i>cars from route 16 allocation from Streatham and Thornton Heath Depots</i>
<u>Wednesday 5th January 1938</u>	Allocation altered 16EX Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle- Norbury (worked with route 18EX) <i>cars from route 16 allocation from Streatham Depot</i>
<u>Wednesday 19th April 1944</u> Purley Depot reopened	Allocation altered 16 Purley-Croydon-Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Purley (worked with route 18) <i>Purley (Weekdays,)Streatham and Thornton Heath Depots</i>
<u>Wednesday 21st November 1945</u> Purley Depot again closed	Allocation altered 16 Purley-Croydon-Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Purley (worked with route 18) <i>Streatham and Thornton Heath Depots</i>

Wednesday 12th November 1947	Allocation altered 16EX Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle- Norbury (worked with route 18EX) <i>cars from route 16 allocation from Streatham and Thornton Heath Depots</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 16 Purley-Croydon-Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Purley (worked with route 18) <i>Streatham and Thornton Heath Depots</i> Route at 1st January 1948 16EX Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle- Norbury (worked with route 18EX) <i>cars from route 16 allocation from Streatham and Thornton Heath Depots</i>
Wednesday 8th June 1949	Route allocation changed 16EX Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle- Norbury (worked with route 18EX) <i>Norwood and Thornton Heath Depots</i>
Sunday 1st January 1950 Purley Depot reopened and Thornton Heath Depot closed	Route allocation changed 16 Purley-Croydon-Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Purley (worked with route 18) <i>Purley and Streatham Depots</i> Route allocation changed 16EX Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle- Norbury (worked with route 18EX) <i>Norwood and Purley Depots</i>
Saturday 7th April 1951 Stage 3 of Bus conversion Purley and Streatham Depots converted to bus	Route replaced by 109 bus 16 Purley-Croydon-Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Purley (worked with route 18) <i>Purley and Streatham Depots</i> Route replaced by 109 bus 16EX Norbury-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle- Norbury (worked with route 18EX) <i>Norwood and Purley Depots</i>

Route MET 16	
<u>Friday 17th April 1908 MET</u>	New route (MET 16) Stamford Hill-Tottenham-Edmonton-Waltham Cross (Sunday) <i>Edmonton Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 16 Stamford Hill-Tottenham-Edmonton-Waltham Cross (Sunday) <i>Edmonton Depot</i>
<u>Wednesday 7th October 1914 MET</u>	Route withdrawn (MET) 16 Stamford Hill-Tottenham-Edmonton-Waltham Cross (Sunday) <i>Edmonton Depot</i>
<u>August 1919 MET</u>	Route reinstated (MET) 16 Stamford Hill-Tottenham-Edmonton-Waltham Cross (Sunday) <i>Edmonton Depot</i>
<u>Wednesday 2nd June 1920 MET</u>	Route withdrawn (MET) 16 Stamford Hill-Tottenham-Edmonton-Waltham Cross (Sunday) <i>Edmonton Depot</i>

Route 17	
<u>Saturday 28th September 1878 LST</u> King's Cross-Caledonian Road-Holloway Road opened	New horse route (17H) (Light Blue) King's Cross-Caledonian Road-Holloway Road <i>Holloway (Warlters Road) Depot</i>
<u>Wednesday 23rd May 1883 NMET</u> Compressed air tram trials	Compressed air tram trials (17H) (Light Blue) King's Cross-Caledonian Road-Holloway Road <i>Holloway (Warlters Road) Depot</i>
<u>February 1884 NMET</u> Compressed air tram trials temporarily stopped	Compressed air tram trials temporarily withdrawn (17H) (Light Blue) King's Cross-Caledonian Road-Holloway Road <i>Holloway (Warlters Road) Depot</i>

<u>Monday 16th August 1886 LST and NMET</u> Through running New route at Holloway (LST cars ramped between systems)	Horse route extended (17H) (Light Blue) King's Cross-Caledonian Road-Holloway Road-Finsbury Park <i>Holloway (Warlters Road) Depot</i>
<u>Wednesday 17th November 1886 LST and NMET</u> Through running route at Holloway withdrawn	Horse route truncated (17H) (Light Blue) King's Cross-Caledonian Road-Holloway Road <i>Holloway (Warlters Road) Depot</i>
<u>Monday 20th December 1886 LST</u> King's Cross-Farringdon Road opened	New horse route (17/1H) (Light Blue) King's Cross-Farringdon Road <i>King's Cross Depot</i>
<u>December 1886 LST and NMET</u> Through running route reintroduced at Holloway (LST cars ramped between systems)	Horse route extended (17H) (Light Blue) King's Cross-Caledonian Road-Holloway Road-Finsbury Park <i>Holloway (Warlters Road) Depot</i>
<u>April 1887 LST and NMET</u> Through running route at Holloway withdrawn	Horse route truncated (17H) (Light Blue) King's Cross-Caledonian Road-Holloway Road <i>Holloway (Warlters Road) Depot</i>
<u>Friday 10th February 1888 LST and NMET</u> Through running route reintroduced at Holloway (LST cars ramped between systems)	Horse route extended (17H) (Light Blue) King's Cross-Caledonian Road-Holloway Road-Finsbury Park <i>Holloway (Warlters Road) Depot</i>
<u>February 1888 NMET</u> Compressed air tram trials temporarily restarted	Compressed air tram trials temporarily restarted (17H) (Light Blue) King's Cross-Caledonian Road-Holloway Road-Finsbury Park <i>Holloway (Warlters Road) Depot</i>
<u>August 1888 NMET</u> Compressed air tram trials temporarily completed	Compressed air tram trials completed (17H) (Light Blue) King's Cross-Caledonian Road-Holloway Road-Finsbury Park <i>Holloway (Warlters Road) Depot</i>
<u>Thursday 16th May 1889 LST and NMET</u> Gray's Inn Road and junction to NMET opened Through running to Holborn introduced Junctions from Caledonian Road to Pentonville Road and Pentonville Road to Grays Inn Road opened	Horse route extended and truncated (17H) (Light Blue) Farringdon Road-King's Cross-Caledonian Road-Holloway Road <i>Holloway (Warlters Road) and King's Cross Depots</i> Horse route withdrawn (17/1H) (Light Blue) King's Cross-Farringdon Road <i>King's Cross Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (17H) (Light Blue) Farringdon Road-King's Cross-Caledonian Road-Holloway Road <i>Holloway (Warlters Road) and King's Cross Depots</i>
<u>Monday 4th April 1898 NMET</u> Junction installed between Holloway Road and Camden Road at Holloway	Horse route extended (17H) (Light Blue) Farringdon Road-King's Cross-Caledonian Road-Holloway Road-Highgate Archway <i>Holloway (Warlters Road) and King's Cross Depots</i>
<u>Sunday 1st April 1906 LCC and NMET and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (17H) (Light Blue) Farringdon Road-King's Cross-Caledonian Road-Holloway Road-Highgate Archway <i>Holloway (Warlters Road) and King's Cross Depots</i>
<u>Saturday 15th August 1908 LCC</u> King's Cross-Caledonian Road-Nag's Head Holloway reopened for electric cars	New route (17/1) King's Cross-Nag's Head Holloway-Highgate Archway <i>Holloway Depot</i> Horse route truncated (17H) Farringdon Road-King's Cross <i>King's Cross Depot</i>
<u>Friday 28th May 1909 LCC</u> King's Cross-Farringdon Road reopened for electric cars, junction with Clerkenwell Road and Swinton Street, King's Cross opened (no route until later)	Horse route withdrawn (17H) Farringdon Road-King's Cross <i>King's Cross Depot</i>
<u>Thursday 6th January 1910 LCC</u> Whitechapel Road-Cambridge Heath Road-Hackney Road reopened for electric cars	New route (17) Clerkenwell Road-Farringdon Road-King's Cross <i>Holloway Depot</i>
<u>Saturday 14th May 1910 LCC</u> Clerkenwell Road to Farringdon Road opened	Route extended (17) Farringdon Street Station-Clerkenwell Road-Farringdon Road-King's Cross <i>Holloway Depot</i>

<u>Monday 1st July 1912 LCC</u> King's Cross bridge opened	Route extended (17) Farringdon Street Station-Clerkenwell Road-King's Cross-Nag's Head Holloway-Highgate Archway <i>Holloway Depot</i> Route withdrawn (17/1) King's Cross-Nag's Head Holloway-Highgate Archway <i>Holloway Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 17 Farringdon Street Station-Clerkenwell Road-King's Cross-Nag's Head Holloway-Highgate Archway <i>Holloway Depot</i>
<u>Sunday 10th June 1928 LCC</u>	New route 17 EX (Sunday) King's Cross-Nag's Head Holloway-Highgate Archway-Highgate Village <i>Holloway Depot</i>
<u>Sunday 14th October 1928 LCC</u>	Route extended 17 Farringdon Street Station-Clerkenwell Road-King's Cross-Nag's Head Holloway-Highgate Archway-(Sunday) Highgate <i>Holloway Depot</i> Route withdrawn 17EX (Sunday) King's Cross-Nag's Head Holloway-Highgate Archway-Highgate Village <i>Holloway Depot</i>
<u>Sunday 22nd May 1932 LCC</u>	Route reduced 17 Farringdon Street Station-Clerkenwell Road-King's Cross-Nag's Head Holloway-Highgate Archway <i>Holloway Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 17 Farringdon Street Station-Clerkenwell Road-King's Cross-Nag's Head Holloway-Highgate Archway <i>Holloway Depot</i>
<u>Wednesday 13th February 1935</u>	Route extended 17 Farringdon Street Station-Clerkenwell Road-King's Cross-Nag's Head Holloway-Highgate Archway-(Weekdays rush hours) East Finchley <i>Holloway Depot</i>
<u>Sunday 6th March 1938</u> Trolleybus conversion	Route replaced by 517/617 trolleybus 17 Farringdon Street Station-Clerkenwell Road-King's Cross-Nag's Head Holloway-Highgate Archway-(Weekdays rush hours) East Finchley <i>Holloway Depot</i>

Routes 18/18A	
<u>Monday 11th September 1871 MST</u> St George's Circus-Kennington Road (Lambeth Road) opened	New horse route (18H) (Dark Blue) Blackfriars Bridge-St George's Circus-Kennington Road (Lambeth Road)-Kennington- Brixton Hill (Water Lane) <i>Brixton Depot</i>
<u>Monday 28th July 1873 LTC</u> Metropolitan Street Tramway Company and Pimlico, Peckham and Greenwich Street Tramway Company sold to the London Tramways Company	Horse route taken over (18H) (Dark Blue) Blackfriars Bridge-St George's Circus-Kennington Road (Lambeth Road)-Kennington- Brixton Hill (Water Lane) <i>Brixton Depot</i>
<u>Tuesday 28th December 1874 LTC</u> Kennington (Horns)-Elephant and Castle-St George's Church opened	Horse routes diverted (18H) (Dark Blue) Blackfriars Bridge-Elephant and Castle-Kennington- Brixton Hill (Water Lane) <i>Brixton and Kennington Cross Depots</i>
<u>Monday 4th January 1875 LTC</u> Kennington (Horns)-Elephant and Castle-St George's Church and St George's Road-Bricklayers Arms closed by Board of Trade St George's Circus-Kennington Road (Lambeth Road) reopened	Horse route diverted (18H) (Dark Blue) Blackfriars Bridge-St George's Circus-Kennington Road (Lambeth Road)-Kennington- Brixton Hill (Water Lane) <i>Brixton Depot</i>
<u>Monday 11th January 1875 LTC</u> Kennington (Horns)-Elephant and Castle-St George's Church and St George's Road-Bricklayers Arms reopened	Horse routes diverted (18H) (Dark Blue) Blackfriars Bridge-Elephant and Castle-Kennington- Brixton Hill (Water Lane) <i>Brixton and Kennington Cross Depots</i>
<u>Wednesday 12th August 1891 LTC</u> Brixton Hill (Water Lane)-Streatham (Telford Avenue) opened	Horse route extended (18H) (Dark Blue) Blackfriars Bridge-Elephant and Castle-Kennington- Brixton-Streatham (Telford Avenue) <i>Brixton and Kennington Cross Depots</i>

<p><u>Wednesday 7th December 1892 LTC</u> Kennington-Brixton-Streatham (Telford Avenue) converted to cable</p>	<p>New cable / horse route (18C/H) (Dark Blue) Blackfriars Bridge-Elephant and Castle-Kennington-Brixton-Streatham (Telford Avenue) <i>Kennington Cross and Streatham Depots</i> Horse routes withdrawn (18H) (Dark Blue) Blackfriars Bridge-Elephant and Castle-Kennington- Brixton-Streatham (Telford Avenue) <i>Brixton and Kennington Cross Depots</i></p>
<p><u>Tuesday 13th December 1892 LTC</u> Cable routes temporarily reverted to horse</p>	<p>Horse routes temporarily restored (18H) (Dark Blue) Blackfriars Bridge-Elephant and Castle-Kennington- Brixton-Streatham (Telford Avenue) <i>Brixton and Kennington Cross Depots</i> Cable / horse routes withdrawn (18C/H) (Dark Blue) Blackfriars Bridge-Elephant and Castle-Kennington-Brixton-Streatham (Telford Avenue) <i>Kennington Cross and Streatham Depots</i></p>
<p><u>Wednesday 21st December 1892 LTC</u> Cable routes restored</p>	<p>Cable / horse routes restored (18C/H) (Dark Blue) Blackfriars Bridge-Elephant and Castle-Kennington-Brixton-Streatham (Telford Avenue) <i>Kennington Cross and Streatham Depots</i> Horse routes withdrawn (18H) (Dark Blue) Blackfriars Bridge-Elephant and Castle-Kennington- Brixton-Streatham (Telford Avenue) <i>Brixton and Kennington Cross Depots</i></p>
<p><u>Saturday 23rd November 1895 LTC</u> Streatham (Telford Avenue)-Streatham (Library) opened</p>	<p>Cable / horse route extended (18C/H) (Dark Blue) Blackfriars Bridge-Elephant and Castle-Kennington-Brixton-Streatham (Library) <i>Kennington Cross and Streatham Depots</i></p>
<p><u>Sunday 1st January 1899 LCC and LTC</u> London Tramways Company purchased by LCC</p>	<p>Cable / horse route taken over (18C/H) (Dark Blue) Blackfriars Bridge-Elephant and Castle-Kennington-Brixton-Streatham (Library) <i>Kennington Cross and Streatham Depots</i></p>
<p><u>Monday 15th January 1900 LCC</u></p>	<p>New night horse route (NIGHT 18H) Blackfriars Bridge-Elephant and Castle-Brixton, Water Lane <i>Kennington Cross Depot</i></p>
<p><u>Friday 11th September 1903 LCC</u> Through electric cars cable hauled to Streatham but cable route still retained</p>	<p>New cable / electric routes (18C/E) Blackfriars Bridge-Elephant and Castle-Brixton Road and cable to Brixton-Streatham <i>Clapham Depot</i> (18) Blackfriars Bridge-Elephant and Castle-Brixton Road <i>Clapham Depot</i> Cable / horse route withdrawn (18C/H) Blackfriars Bridge-Elephant and Castle-Kennington- Brixton-Streatham (Library) <i>Kennington Cross and Streatham Depots</i></p>
<p><u>Wednesday 14th October 1903 LCC</u> Through electric-cable route suspended Cable route continued from Streatham to Brixton Road only with separate electric route from Brixton Road to Westminster and Blackfriars Bridges</p>	<p>Cable / electric route withdrawn (18C/E) Blackfriars Bridge-Elephant and Castle-Brixton Road and cable to Brixton-Streatham <i>Clapham Depot</i></p>
<p><u>Saturday 21st May 1904 LCC</u> Kennington (Brixton Road)-Brixton reopened for electric cars</p>	<p>Route extended (18) Blackfriars Bridge-Elephant and Castle-Brixton Road-Brixton <i>Clapham Depot</i></p>
<p><u>Monday 30th May 1904 LCC</u> Brixton-Brixton, Water Lane reopened for electric cars</p>	<p>Route extended (18) Blackfriars Bridge-Elephant and Castle-Brixton Road-Brixton, Water Lane <i>Clapham Depot</i></p>
<p><u>Sunday 19th June 1904 LCC</u> Brixton, Water Lane-Streatham reopened for electric cars</p>	<p>Route extended (18) Blackfriars Bridge-Elephant and Castle-Brixton Road-Streatham <i>Clapham and Peckham Depot</i></p>
<p><u>Monday 27th June 1904 LCC</u></p>	<p>New electric night route (NIGHT 18) Blackfriars Bridge-Elephant and Castle-Brixton, Water Lane <i>Clapham Depot</i> Route allocation revised (18) Blackfriars Bridge-Elephant and Castle-Brixton Road-Streatham <i>Clapham Depot</i> Horse night route withdrawn (NIGHT 18H) (Dark Blue) Blackfriars Bridge-Elephant and Castle-Brixton, Water Lane <i>Kennington Cross Depot</i></p>

<u>Saturday 3rd February 1906 LCC</u>	Route allocation revised (18) Blackfriars Bridge-Elephant and Castle-Brixton Road-Streatham <i>Streatham Depot</i> (NIGHT 18) Blackfriars Bridge-Elephant and Castle-Brixton, Water Lane <i>Streatham Depot</i>
<u>Tuesday 14th September 1909 LCC</u> Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Blackfriars Bridge Road opened	Routes extended (18) Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (worked with route 16) <i>Streatham Depot</i> (NIGHT 18) Water Lane, Brixton-Elephant and Castle-Blackfriars-Victoria Embankment (John Carpenter Street) <i>Streatham Depot</i>
<u>Tuesday 5th September 1911 LCC</u>	Route reduced (18) Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (worked with route 16) (not Weekdays mid-day or Weekdays evenings) <i>Streatham Depot</i>
<u>by Tuesday 15th October 1912 LCC</u>	Route increased (18) Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-(worked with route 16) <i>Streatham Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 18 Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-(worked with route 16) <i>Streatham Depot</i>
<u>Monday 21st February 1916 LCC</u>	Trailer route trailers on route 18 <i>Streatham Depot</i>
<u>September 1916 LCC</u>	Trailer route trailers into route from <i>Norwood Depot</i> on route 18
<u>Monday 17th May 1920 LCC</u>	Route extended (NIGHT 18) Blackfriars Bridge-Elephant and Castle-Brixton, Water Lane – Streatham, St Leonard’s Church <i>Streatham Depot</i>
<u>Monday 14th March 1921 LCC</u>	Route reduced (NIGHT 18) Blackfriars Bridge-Elephant and Castle-Brixton, Water Lane <i>Streatham Depot</i>
<u>Wednesday 1st February 1922 LCC</u>	Route extended (NIGHT 18) Brixton, Water Lane-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Brixton, Water Lane <i>Streatham Depot</i>
<u>Thursday 15th March 1923 LCC</u>	Trailer working on route 16 and 18 withdrawn New and revised route 18 Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-(worked with route 16) <i>Streatham Depot</i> 18A Streatham (St Leonard's)-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-(worked with route 16A) <i>Streatham Depot</i>
<u>Monday 23rd April 1923 LCC</u>	Route increased 18 Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-(worked with route 16) <i>Streatham Depot</i> Route withdrawn 18A Streatham (St Leonard's)-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-(worked with route 16A) <i>Streatham Depot</i>
<u>Monday 12th November 1923 LCC</u> Changing of route numbers on cars on Victoria Embankment discontinued	Route operation revised 18 Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-Norbury (worked with route 16) <i>Streatham Depot</i>
<u>Monday 6th March 1924 LCC</u>	<i>Brixton Hill Depot</i> opened Accommodation provided for 50 cars 31 cars of the 1727-1776 series used on part of route 18

<p><u>Sunday 7th February 1926 LCC and CCT</u> Through running at Norbury introduced</p>	<p>Route extended 18 Purley-Croydon-Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-Purley (worked with route 16) <i>Purley, Streatham and Thornton Heath Depots</i></p> <p>New route 18EX Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road- Norbury (worked with route 16EX) <i>cars from route 18 allocation from Streatham Depot</i></p>
<p><u>Wednesday 18th July 1928 LCC</u></p>	<p>Route operation revised (NIGHT 18) Tooting Broadway-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Brixton-Streatham-Tooting Broadway (worked with route NIGHT 2) <i>Streatham Depot</i></p>
<p><u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways</p>	<p>Routes at 1st July 1933 18 Purley-Croydon-Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-Purley (worked with route 16) <i>Purley, Streatham and Thornton Heath Depots</i></p> <p>18EX Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road- Norbury (worked with route 16EX) <i>cars from route 18 allocation from Streatham Depot</i></p> <p>(NIGHT 18) Tooting Broadway-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Brixton-Streatham-Tooting Broadway (worked with route NIGHT 2) <i>Streatham Depot</i></p>
<p><u>Thursday 23rd July 1936</u></p>	<p>Allocation altered 18 Purley-Croydon-Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road- Norbury (worked with route 16) <i>Purley, Streatham and Thornton Heath Depots</i></p>
<p>Sunday 12th September 1937 Purley Depot closed</p>	<p>Allocation altered 18 Purley-Croydon-Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road- Norbury (worked with route 16) <i>Streatham and Thornton Heath Depots</i></p>
<p>Thursday 14th October 1937</p>	<p>Allocation altered 18EX Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road- Norbury (worked with route 16EX) <i>cars from route 18 allocation from Streatham and Thornton Heath Depots</i></p>
<p>Wednesday 5th January 1938</p>	<p>Allocation altered 18EX Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road- Norbury (worked with route 16EX) <i>cars from route 18 allocation from Streatham Depot</i></p>
<p>Wednesday 19th April 1944 Purley Depot reopened</p>	<p>Allocation altered 18 Purley-Croydon-Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-Purley (worked with route 16) <i>Purley (Weekdays,)Streatham and Thornton Heath Depots</i></p>
<p>Wednesday 21st November 1945 Purley Depot again closed</p>	<p>Allocation altered 18 Purley-Croydon-Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-Purley (worked with route 16) <i>Streatham and Thornton Heath Depots</i></p>
<p>Wednesday 19th June 1946 Night services numbered</p>	<p>Routes (NIGHT 2 and 18) replaced by night route 1 1 Tooting-Embankment <i>Clapham and Streatham Depots</i></p>
<p>Wednesday 12th November 1947</p>	<p>Allocation altered 18EX Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road- Norbury (worked with route 16EX) <i>cars from route 18 allocation from Streatham and Thornton Heath Depots</i></p>

<p>Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways</p>	<p>Route at 1st January 1948 18 Purley-Croydon-Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-Purley (worked with route 16) <i>Streatham and Thornton Heath Depots</i> 18EX Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road- Norbury (worked with route 16EX) <i>cars from route 18 allocation from Streatham and Thornton Heath Depots</i></p>
<p>Wednesday 8th June 1949</p>	<p>Route allocation changed 18EX Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road- Norbury (worked with route 16EX) <i>Norwood and Thornton Heath Depots</i></p>
<p>Sunday 1st January 1950 Purley Depot reopened and Thornton Heath Depot closed</p>	<p>Route allocation changed 18 Purley-Croydon-Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-Purley (worked with route 16) <i>Purley and Streatham Depots</i> Route allocation changed 18EX Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road- Norbury (worked with route 16EX) <i>Norwood and Purley Depots</i></p>
<p>Saturday 7th April 1951 Stage 3 of Bus conversion Purley and Streatham Depots converted to bus</p>	<p>Route replaced by 109 bus 18 Purley-Croydon-Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-Purley (worked with route 16) <i>Purley and Streatham Depots</i> Route replaced by 109 bus 18EX Norbury-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road- Norbury (worked with route 16EX) <i>Norwood and Purley Depots</i></p>

<h2>Route MET 18</h2>	
<p><u>Wednesday 10th August 1887 NLT</u> Manor House-Wood Green (Lordship Lane) opened</p>	<p>New horse route (MET 18H) (Yellow) Manor House-Wood Green (Lordship Lane) <i>Edmonton Depot</i></p>
<p><u>Saturday 24th December 1887 NLT</u> Wood Green (Lordship Lane)-Wood Green (Truro Road) opened</p>	<p>Steam route extended and operation revised (MET 18S) (Yellow) Manor House-Wood Green (Truro Road) <i>Edmonton Depot</i></p>
<p><u>Saturday 1st August 1891 NLT and NMET</u> North Metropolitan Company took over North London Tramways Company Steam routes between Wood Green (Truro Road) and Wood Green (Lordship Lane) and Edmonton and Ponders End withdrawn; remainder taken over by horse routes</p>	<p>Steam route replaced by horse route (MET 18H) (Yellow) Manor House-Wood Green (Lordship Lane) <i>Edmonton Depot</i></p>
<p><u>September 1895 MTOC and NMET</u> Horse tramway Depot at Wood Green built by Metropolitan Tramway and Omnibus Company Ltd and leased to NMET</p>	<p>Horse route allocation revised (MET 18H) (Yellow) Manor House-Wood Green (Lordship Lane) <i>Wood Green Depot</i></p>
<p><u>Wednesday 26th November 1902 MET and NMET</u> (MET) purchased NMET lines in Middlesex</p>	<p>Horse route taken over (MET 18H) (Yellow) Manor House-Wood Green (Lordship Lane) <i>Wood Green Depot</i></p>
<p><u>Friday 22nd July 1904 MET</u> FIRST (MET) LINES OPENED Finsbury Park-Seven Sisters' Corner and Manor House-Wood Green (Three Jolly Butchers) reopened (MET lines)</p>	<p>New route (MET 18) Finsbury Park-Wood Green <i>13 MET cars from Wood Green Depot</i> Horse route withdrawn (MET 18H) (Yellow) Manor House-Wood Green (Lordship Lane) <i>Wood Green Depot</i></p>
<p><u>Saturday 20th August 1904 MET and MCC</u> Public opening of Wood Green-Tottenham (Bruce Grove) lines (MCC line)</p>	<p>New route (MET 18/1) Wood Green-Tottenham (Bruce Grove) <i>4 MCC cars from Wood Green Depot</i></p>

<u>Wednesday 6th December 1905 MET and MCC</u> Operation of (MET) and MCC cars no longer kept separate	Route allocation revised (MET 18) Finsbury Park-Wood Green <i>Wood Green Depot</i> (MET 18/1) Wood Green-Tottenham (Bruce Grove) <i>Wood Green Depot</i>
<u>Wednesday 11th April 1906 MET</u> Public opening of Tottenham (Bruce Grove)-Tottenham High Road (MCC line)	Route extended (MET 18) Finsbury Park-Wood Green-Tottenham (Bruce Grove) <i>Wood Green Depot</i> Route withdrawn (MET 18/1) Wood Green-Tottenham (Bruce Grove) <i>Wood Green Depot</i>
<u>After April 1906 MET</u>	Route extended (MET 18) Finsbury Park-Wood Green-Tottenham (Bruce Grove)-Stamford Hill <i>Wood Green Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 18 Finsbury Park-Wood Green-Tottenham (Bruce Grove)-Stamford Hill <i>Wood Green Depot</i>
<u>Wednesday 7th October 1914 MET</u>	Route truncated (MET) 18 Finsbury Park (Weekdays rush hours)-Wood Green-Tottenham (Bruce Grove) <i>Wood Green Depot</i>
<u>Tuesday 4th May 1915 MET</u>	Route truncated (MET) 18 Wood Green-Tottenham (Bruce Grove) <i>Wood Green Depot</i>
<u>Wednesday 4th October 1916 MET</u>	Route increased (MET) 18 Finsbury Park (Weekdays rush hours)-Wood Green-Tottenham (Bruce Grove) <i>Wood Green Depot</i>
<u>Saturday 23rd March 1918 MET</u>	Route truncated (MET) 18 Wood Green-Tottenham (Bruce Grove) <i>Wood Green Depot</i>
<u>August 1919 MET</u>	Route increased (MET) 18 Finsbury Park (Weekdays rush hours)-Wood Green-Tottenham (Bruce Grove) <i>Wood Green Depot</i>
<u>Wednesday 4th March 1925 MET</u>	Route diverted (MET) 18 New Southgate Station (Weekdays rush hours)-Wood Green-Tottenham (Bruce Grove) <i>Wood Green Depot</i>
<u>Wednesday 6th May 1925 MET</u>	Route extended (MET) 18 North Finchley (Tally Ho)-New Southgate Station (Weekdays rush hours)-Wood Green-Tottenham (Bruce Grove) <i>Wood Green Depot</i>
<u>Wednesday 7th October 1925 MET</u>	Route truncated (MET) 18 New Southgate Station (Weekdays rush hours)-Wood Green-Tottenham (Bruce Grove) <i>Wood Green Depot</i>
<u>Thursday 29th October 1931 MET</u>	Route extended (MET) 18 (Weekdays) New Southgate Station (Weekdays rush hours)-Wood Green-Tottenham (Bruce Grove)-(Monday to Friday mornings) Seven Sisters Corner-Manor House <i>Wood Green Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (MET) 18 (Weekdays) New Southgate Station (Weekdays rush hours)-Wood Green-Tottenham (Bruce Grove)-(Monday to Friday mornings) Seven Sisters Corner-Manor House <i>Wood Green Depot</i>
<u>Wednesday 28th February 1934</u>	Route extended (MET) 18 (Weekdays) Enfield (Monday-Friday rush hours)-Winchmore Hill (Weekdays rush hours)-Wood Green-Tottenham (Bruce Grove)-(Monday to Friday mornings) Seven Sisters Corner-Manor House <i>Wood Green Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(MET) 18 route renumbered 39A 39A (Weekdays) Enfield (Monday-Friday rush hours)-Winchmore Hill (Weekdays rush hours)-Wood Green-Tottenham (Bruce Grove)-(Monday to Friday mornings) Seven Sisters Corner-Manor House <i>Wood Green Depot</i>

Route 19	
-----------------	--

<u>Monday 27th November 1871 LST</u> Euston Road-Hampstead Road-Camden Town-Kentish Town opened	New horse route (19H) (Red) Euston Road-Hampstead Road-Camden Town Station (NLR)-Kentish Town opened <i>Temporary Sidings at Camden Town Wharf</i>
<u>Thursday 23rd April 1874 LST</u> Kentish Town-Fortess Road (Boston Arms) opened	Horse route extended (19H) (Red) Euston Road-Hampstead Road-Camden Town Station (NLR)-Kentish Town-Fortess Road (Boston Arms) <i>Temporary Sidings at Camden Town Wharf</i>
<u>Thursday 28th May 1874 LST</u> Fortess Road (Boston Arms)-Highgate, Archway opened	Horse route extended (19H) (Red) Euston Road-Hampstead Road-Camden Town Station (NLR)-Kentish Town-Highgate, Archway <i>Kentish Town (Junction Road) Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (19H) (Red) Euston Road-Hampstead Road-Camden Town Station (NLR)-Kentish Town-Highgate, Archway <i>Kentish Town (Junction Road) Depot</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (19H) (Red) Euston Road-Hampstead Road-Camden Town Station (NLR)-Kentish Town-Highgate, Archway <i>Kentish Town (Junction Road) Depot</i>
<u>November 1908 LCC</u> Route diverted for reconstruction work Kentish Town Road (South) reopened	Horse route (19H) diverted
<u>December 1908 LCC</u> Route reinstated at Camden Town Station (NLR) after reconstruction work Kentish Town Road (South) closed	Horse route (19H) reinstated
<u>Friday 28th May 1909 LCC</u> Camden Town Station (NLR)-Euston Road reopened for electric cars	Horse route truncated (19H) Camden Town Station (NLR)-Kentish Town-Highgate, Archway <i>Kentish Town (Junction Road) Depot</i>
<u>Thursday 22nd July 1909 LCC</u> Kentish Town Road (South) reopened for horse cars	Horse route diverted (19H) Camden Town Station (HHR)-Kentish Town-Highgate, Archway <i>Kentish Town (Junction Road) Depot</i>
<u>Tuesday 30th November 1909 LCC</u> Chalk Farm Road (Prince of Wales Road)-Kentish Town-Junction Road-Highgate Archway opened Archway opened Archway Road connecting line to (MET) opened although a plough shift was not installed until March 1914 and through route did not start until Thursday 24th September 1914	New route (19) Euston Road-Camden Town-Junction Road-Highgate Archway <i>Holloway Depot</i> Horse route withdrawn (19H) Camden Town Station (HHR)-Kentish Town-Highgate, Archway <i>Kentish Town (Junction Road) Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 19 Euston Road-Camden Town-Junction Road-Highgate Archway <i>Holloway Depot</i>
<u>Thursday 24th September 1914 LCC and MET</u> Plough shift installed at Archway Road, Through running routes 9 and 19 introduced	Route extended 19 Euston Road-Camden Town-Junction Road-Highgate Archway-North Finchley <i>Finchley Depot</i>
<u>Tuesday 1st December 1914 LCC and MET</u>	Route extended 19 Euston Road-Camden Town-Junction Road-Highgate Archway-North Finchley-Whetstone-Barnet <i>Finchley Depot</i>
<u>Monday 26th February 1917 LCC and MET</u> Through running route 19 withdrawn	Route truncated 19 Euston Road-Camden Town-Junction Road-Highgate Archway-North Finchley (Tally Ho) <i>Finchley Depot</i>
<u>Monday 2nd September 1918 LCC and MET</u> Through running route 19 restored	Route extended 19 Euston Road-Camden Town-Junction Road-Highgate Archway-North Finchley-Whetstone-Barnet <i>Finchley Depot</i>
<u>Thursday 29th October 1931 LCC and MET</u>	Route allocation revised 19 Euston Road-Camden Town-Junction Road-Highgate Archway-North Finchley-Whetstone-Barnet <i>Finchley and Holloway Depots</i>
<u>Thursday 5th May 1932 LCC and MET</u>	Route allocation revised 19 Euston Road-Camden Town-Junction Road-Highgate Archway-North Finchley-Whetstone-Barnet <i>Finchley and 2 cars (5 on Saturday) from Holloway Depots</i>

<u>Saturday 28th January 1933 LCC and MET</u>	Route allocation revised 19 Euston Road-Camden Town-Junction Road-Highgate Archway-North Finchley-Whetstone-Barnet <i>Finchley and 2 cars (3 on Saturday) from Holloway Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 19 Euston Road-Camden Town-Junction Road-Highgate Archway-North Finchley-Whetstone-Barnet <i>Finchley and 2 cars (3 on Saturday) from Holloway Depots</i>
<u>Sunday 6th March 1938</u> Trolleybus conversion	Route withdrawn 19 Euston Road-Camden Town-Junction Road-Highgate Archway-North Finchley-Whetstone-Barnet <i>Finchley and 2 cars (3 on Saturday) from Holloway Depots</i>

Route 20	
<u>Saturday 4th April 1908 LCC</u> Vauxhall-Stockwell-Brixton reopened for electric cars	New route (20) Victoria-Vauxhall-Stockwell-Brixton Station <i>Streatham Depot</i>
<u>Sunday 24th May 1908 LCC</u>	Route extended (20) Victoria-Vauxhall-Stockwell-Brixton-Streatham Library <i>Streatham Depot</i>
<u>Saturday 31st July 1909 LCC</u> Streatham Library-Norbury (County Boundary) (partially overhead system) opened	Route extended (20) Victoria-Vauxhall-Stockwell-Brixton-Streatham-Norbury <i>Streatham Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 20 Victoria-Vauxhall-Stockwell-Brixton-Streatham-Norbury <i>Streatham Depot</i>
<u>Sunday 25th July 1915 LCC</u>	Route reduced 20 Victoria-Vauxhall-Stockwell-Brixton-Streatham-(except Weekdays late evening) Norbury <i>Streatham Depot</i>
<u>January 1916 LCC</u>	Route truncated 20 Victoria-Vauxhall-Stockwell-Brixton-Streatham Library <i>Streatham Depot</i>
<u>by April 1916 LCC</u>	Route allocation revised 20 Victoria-Vauxhall-Stockwell-Brixton-Streatham Library <i>Norwood Depot</i>
<u>Friday 12th October 1917 LCC</u>	Route extended 20 Victoria-Vauxhall-Stockwell-Brixton-Streatham Library-(afternoons and evenings) Tooting Broadway <i>Norwood Depot</i>
<u>Tuesday 12th May 1918 LCC</u>	Route reduced 20 (Weekdays rush hours and Sunday afternoons and evenings) Victoria-Vauxhall-Stockwell-Brixton-Mitcham Lane, Southcroft Road-(Sunday afternoons and evenings) Tooting Broadway <i>Norwood Depot</i>
<u>Saturday 30th November 1918 LCC</u>	Route increased 20 Victoria-Vauxhall-Stockwell-Brixton-Mitcham Lane, Southcroft Road-Tooting Broadway <i>Norwood Depot</i>
<u>Monday 27th January 1919 LCC</u>	Route reduced 20 (Weekdays) Victoria-Vauxhall-Stockwell-Brixton-Mitcham Lane, Southcroft Road-Tooting Broadway <i>Norwood Depot</i>
<u>Saturday 9th April 1921 LCC</u>	Route withdrawn 20 (Weekdays) Victoria-Vauxhall-Stockwell-Brixton-Mitcham Lane, Southcroft Road-Tooting Broadway <i>Norwood Depot</i>
<u>Monday 3rd October 1921 LCC</u>	Route reinstated 20 Victoria-Vauxhall-Stockwell-Brixton-Mitcham Lane, Southcroft Road-(Saturday afternoons and Sunday) Tooting Broadway <i>Norwood Depot</i>
<u>Monday 23rd April 1923 LCC</u>	Route allocation revised 20 Victoria-Vauxhall-Stockwell-Brixton-Mitcham Lane, Southcroft Road-(Saturday afternoons and Sunday) Tooting Broadway <i>Streatham Depot</i>
<u>Monday 27th October 1924 LCC</u>	Route increased 20 Victoria-Vauxhall-Stockwell-Brixton-Mitcham Lane, Southcroft Road-(Weekdays evenings, Saturday afternoons and Sunday) Tooting Broadway <i>Streatham Depot</i>

<u>Thursday 30th September 1926 LCC</u>	Route reduced 20 Victoria-Vauxhall-Stockwell-Brixton-Mitcham Lane, Southcroft Road-(Weekdays mid day and evenings, Saturday afternoons and Sunday) Tooting Broadway <i>Streatham Depot</i>
<u>Thursday 30th December 1926 LCC</u>	Route increased 20 Victoria-Vauxhall-Stockwell-Brixton-Mitcham Lane, Southcroft Road-Tooting Broadway <i>Streatham Depot</i>
<u>Thursday 19th July 1928 LCC</u>	Route operation revised 20 Victoria-Vauxhall-Stockwell-Brixton-Streatham-Tooting Broadway-Clapham Common-Victoria (worked with route 8) <i>Clapham and Streatham Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 20 Victoria-Vauxhall-Stockwell-Brixton-Streatham-Tooting Broadway-Clapham Common-Victoria (worked with route 8) <i>Clapham and Streatham Depots</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 20 Victoria-Vauxhall-Stockwell-Brixton-Streatham-Tooting Broadway-Clapham Common-Victoria (worked with route 8) <i>Clapham and Streatham Depots</i>
<u>Wednesday 8th June 1949</u>	Route allocation changed 20 Victoria-Vauxhall-Stockwell-Brixton-Streatham-Tooting Broadway-Clapham Common-Victoria (worked with route 8) <i>Streatham Depot</i>
<u>Wednesday 3rd May 1950</u>	Route allocation changed 20 Victoria-Vauxhall-Stockwell-Brixton-Streatham-Tooting Broadway-Clapham Common-Victoria (worked with route 8) <i>Clapham and Streatham Depots</i>
<u>Saturday 6th January 1951</u> Stage 2 of Bus conversion Clapham Depot converted to bus	Route replaced by 57/57A bus 20 Victoria-Vauxhall-Stockwell-Brixton-Streatham-Tooting Broadway-Clapham Common-Victoria (worked with route 8) <i>Clapham and Streatham Depots</i>

Route (MET 20)	
<u>Saturday 1st August 1908 MET</u> Palmer's Green-Winchmore Hill opened (MCC line)	New route (MET 20) Finsbury Park-Wood Green-Winchmore Hill <i>Wood Green Depot</i>
<u>Saturday 3rd July 1909 MET</u> Public opening of Winchmore Hill-Enfield (MCC line)	Route extended (MET 20) Finsbury Park-Wood Green-Enfield <i>Wood Green Depot</i>
<u>Thursday 1st August 1912 LCC and MET</u> Ownership of Finsbury Park to Manor House line transferred from (MET) to LCC Plough shift at Blackstock Road, Finsbury Park installed and through running with (MET) introduced	Route withdrawn (replaced by 29) (MET 20) Finsbury Park-Wood Green-Enfield <i>Wood Green Depot</i>

Route 21	
<u>Thursday 16th May 1889 LST and NMET</u> Gray's Inn Road and junction to NMET opened Through running to Holborn introduced Junctions from Caledonian Road to Pentonville Road and Pentonville Road to Gray's Inn Road opened	New horse route (21H) (Red) Holborn-King's Cross-Caledonian Road-Holloway Road-Finsbury Park <i>Holloway (Parkhurst Road) and Holloway (Warlters Road) Depots</i>
<u>Wednesday 6th June 1894 LST and NMET</u> Through running route at Holloway withdrawn	Horse route truncated (21H) (Red) Holborn-King's Cross-Caledonian Road-Holloway Road <i>Holloway (Parkhurst Road) and Holloway (Warlters Road) Depots</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (21H) (Red) Holborn-King's Cross-Caledonian Road-Holloway Road <i>Holloway (Parkhurst Road) and Holloway (Warlters Road) Depots</i>

<u>Monday 4th April 1898 NMET</u> Junction installed between Holloway Road and Camden Road at Holloway	Horse route extended (21H) (Red) Holborn-King's Cross-Caledonian Road-Holloway Road-Finsbury Park <i>Holloway (Parkhurst Road) and Holloway (Warlters Road) Depots</i>
<u>Sunday 19th February 1899 LCC and NMET</u>	New night horse route (NIGHT 21H) (Red) Holborn-King's Cross-Caledonian Road-Highgate Archway <i>Holloway (Parkhurst Road) Depot</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse routes taken over (21H) (Red) Holborn-King's Cross-Caledonian Road-Holloway Road-Finsbury Park <i>Holloway (Parkhurst Road) and Holloway (Warlters Road) Depots</i> (NIGHT 21H) (Red) Holborn-King's Cross-Caledonian Road-Highgate Archway <i>Holloway (Parkhurst Road) Depot</i>
<u>Monday 16th September 1907 LCC</u> Work started on electrification works at Holborn Hall and the route on the lower part of Gray's Inn Road suspended	Horse routes truncated (21H) Holborn Hall-King's Cross-Caledonian Road-Holloway Road-Finsbury Park <i>Holloway (Parkhurst Road) and Holloway (Warlters Road) Depots</i> (NIGHT 21H) Holborn Hall-King's Cross-Caledonian Road-Highgate Archway <i>Holloway (Parkhurst Road) Depot</i>
<u>Wednesday 9th October 1907 LCC</u> Work completed on electrification works at Holborn Hall and the route on the lower part of Gray's Inn Road reinstated	Horse routes extended (21H) Holborn-King's Cross-Caledonian Road-Holloway Road-Finsbury Park <i>Holloway (Parkhurst Road) and Holloway (Warlters Road) Depots</i> (NIGHT 21H) Holborn-King's Cross-Caledonian Road-Highgate Archway <i>Holloway (Parkhurst Road) Depot</i>
<u>Thursday 28th November 1907 LCC</u> Highbury Bridge-Highgate Archway reopened for electric cars	Horse route withdrawn (NIGHT 21H) Holborn-King's Cross-Caledonian Road-Highgate Archway <i>Holloway (Parkhurst Road) Depot</i>
<u>Thursday 5th December 1907 LCC</u> Grays Inn Road-King's Cross reopened for electric cars	New route (21) Holborn-King's Cross <i>Poplar Depot</i> Horse route truncated (21H) King's Cross-Caledonian Road-Holloway Road-Finsbury Park <i>Holloway (Parkhurst Road) and Holloway (Warlters Road) Depots</i>
<u>Wednesday 18th December 1907 LCC</u> Track work on Highbury Bridge completed	Route allocation revised (21) Holborn-King's Cross <i>Holloway Depot</i>
<u>Saturday 15th August 1908 LCC</u> King's Cross-Caledonian Road-Nag's Head Holloway reopened for electric cars	New route (21/1) King's Cross-Nag's Head Holloway-Finsbury Park <i>Holloway Depot</i> Horse route withdrawn (21H) King's Cross-Caledonian Road-Holloway Road-Finsbury Park <i>Holloway (Parkhurst Road) and Holloway (Warlters Road) Depots</i>
<u>Monday 1st July 1912 LCC</u> King's Cross bridge opened	Route extended (21) Holborn-King's Cross-Nag's Head Holloway-Finsbury Park <i>Holloway Depot</i> Route withdrawn (21/1) King's Cross-Nag's Head Holloway-Finsbury Park <i>Holloway Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park <i>Holloway Depot</i>
<u>Saturday 1st March 1913 LCC</u>	Route reduced 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park (Weekdays) <i>Holloway Depot</i>
<u>Sunday 23rd November 1913 LCC and MET</u> Through running route 21 introduced	Route extended 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Wood Green-North Finchley (Woodhouse Road) (Weekdays) <i>Holloway and Wood Green Depots</i>
<u>Saturday 3rd March 1917 LCC and MET</u> Through running route 21 withdrawn	Route truncated 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Manor House (Weekdays) <i>Holloway Depot</i>
<u>Saturday 10th November 1917 LCC and MET</u> Through running route 21 partially restored	Route extended 21 (Weekdays) Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-(rush hours, Saturday afternoons and evenings) Wood Green <i>Holloway Depot</i>
<u>Wednesday 27th October 1920 LCC and MET</u> Through running route 21 fully restored	Route extended 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Wood Green-North Finchley (Woodhouse Road) <i>Holloway Depot</i>

<u>Tuesday 20th May 1923 LCC and MET</u>	Route allocation revised 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Wood Green-North Finchley (Woodhouse Road) <i>Holloway and Wood Green Depots</i>
<u>Monday 24th September 1923 LCC and MET</u>	Route extended 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Wood Green-North Finchley (Tally Ho) <i>Holloway and Wood Green Depots</i>
<u>Wednesday 20th May 1925 LCC and MET</u>	Route allocation revised 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Wood Green-North Finchley (Tally Ho) <i>Holloway and Wood Green Depots</i>
<u>Wednesday 7th October 1925 LCC and MET</u>	Route allocation revised 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Wood Green-North Finchley (Tally Ho) <i>Holloway and Wood Green Depots</i>
<u>Tuesday 13th July 1926 LCC and MET</u>	Route allocation revised 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Wood Green-North Finchley (Tally Ho) <i>Holloway Depot</i>
<u>Thursday 29th November 1928 LCC and MET</u>	Route allocation revised 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Wood Green-North Finchley (Tally Ho) <i>Finchley and Wood Green Depots</i>
<u>Thursday 8th May 1930 LCC and MET</u>	Route allocation revised 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Wood Green-North Finchley (Tally Ho) <i>Holloway and Wood Green Depots</i>
<u>Thursday 29th January 1931 LCC and MET</u>	Route allocation revised 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Wood Green-North Finchley (Tally Ho) <i>Finchley and Wood Green Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Wood Green-North Finchley (Tally Ho) <i>Finchley and Wood Green Depots</i>
Sunday 6th March 1938 Trolleybus conversion	Route replaced by 521/621 trolleybus 21 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Wood Green-North Finchley (Tally Ho) <i>Finchley and Wood Green Depots</i>

Route 22	
<u>Monday 27th February 1911 LCC</u>	New route (22) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Brixton-Streatham-Mitcham Lane (Southcroft Road) (Weekdays rush hours) <i>Streatham Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 22 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Brixton-Streatham-Mitcham Lane (Southcroft Road) (Weekdays rush hours) <i>Streatham Depot</i>
<u>March 1914 LCC</u>	Route operation revised 22 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Brixton-Streatham-Mitcham Lane (Southcroft Road) (Weekdays rush hours) (worked with route 24) <i>Streatham Depot</i>
<u>Sunday 25th July 1915 LCC</u>	Route operation revised 22 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Brixton-Streatham-Mitcham Lane (Southcroft Road) (Weekdays rush hours) <i>Streatham Depot</i>
<u>by April 1916 LCC</u>	Route allocation revised 22 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Brixton-Streatham-Mitcham Lane (Southcroft Road) (Weekdays rush hours) <i>Norwood Depot</i>
<u>Monday 26th January 1920 LCC</u>	Route extended 22 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Brixton-Streatham-Tooting Broadway <i>Streatham Depot</i>
<u>Sunday 2nd May 1920 LCC</u>	Route operation and allocation revised 22 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Brixton-Streatham-Tooting Broadway <i>Norwood Depot</i>

<u>Thursday 16th June 1921 LCC</u>	Route operation revised 22 Tooting Broadway-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment (worked with route 24) <i>Norwood Depot</i>
<u>Monday 3rd October 1921 LCC</u>	Route truncated 22 (Weekdays rush hours) Southcroft Road-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment (worked with route 24) <i>Norwood Depot</i>
<u>Monday 23rd April 1923 LCC</u>	Route allocation revised 22 (Weekdays rush hours) Southcroft Road-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment (worked with route 24) <i>Streatham Depot</i>
<u>Monday 12th November 1923 LCC</u> Changing of route numbers on cars on Victoria Embankment loop (except route 76 and 80) discontinued	Route operation revised 22 (Weekdays rush hours) Southcroft Road-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Southcroft Road (worked with route 24) <i>Streatham Depot</i>
<u>Monday 6th March 1924 LCC</u>	<i>Brixton Hill Depot</i> opened Accommodation provided for 50 cars 31 cars of the 1727-1776 series used on part of route 22
<u>Thursday 6th October 1927 LCC</u>	Route extended 22 (Weekdays rush hours) Tooting Broadway-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Tooting Broadway (worked with routes 2A, 4A, 24) <i>Clapham and Streatham Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 22 (Weekdays rush hours) Tooting Broadway-Streatham-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Tooting Broadway (worked with routes 2A, 4A, 24) <i>Clapham and Streatham Depots</i>
<u>Wednesday 1st April 1942</u>	Route diverted 22 (Weekdays rush hours) Victoria Embankment-Vauxhall-Stockwell-Clapham-Tooting-Brixton-Stockwell-Vauxhall-Victoria Embankment (worked with route 24) <i>Clapham and Streatham Depots</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 22 (Weekdays rush hours) Victoria Embankment-Vauxhall-Stockwell-Clapham-Tooting-Brixton-Stockwell-Vauxhall-Victoria Embankment (worked with route 24) <i>Clapham and Streatham Depots</i>
<u>Wednesday 8th June 1949</u>	Route allocation changed 22 (Weekdays rush hours) Victoria Embankment-Vauxhall-Stockwell-Clapham-Tooting-Brixton-Stockwell-Vauxhall-Victoria Embankment (worked with route 24) <i>Streatham Depot</i>
<u>Wednesday 3rd May 1950</u>	Route allocation changed 22 (Weekdays rush hours) Victoria Embankment-Vauxhall-Stockwell-Clapham-Tooting-Brixton-Stockwell-Vauxhall-Victoria Embankment (worked with route 24) <i>Clapham and Streatham Depots</i>
<u>Saturday 6th January 1951</u> Stage 2 of Bus conversion Clapham Depot converted to bus	Route replaced by 50/104 bus 22 (Weekdays rush hours) Victoria Embankment-Vauxhall-Stockwell-Clapham-Tooting-Brixton-Stockwell-Vauxhall-Victoria Embankment (worked with route 24) <i>Clapham and Streatham Depots</i>

Route (MET 22)	
<u>Friday 7th June 1907 MET</u> Public opening of Wood Green to Palmers Green (MCC line)	New route (MET 22) Finsbury Park-Wood Green-Palmers Green <i>Wood Green Depot</i>
<u>Thursday 1st August 1912 LCC and MET</u> Ownership of Finsbury Park to Manor House line transferred from (MET) to LCC Plough shift at Blackstock Road, Finsbury Park installed and through running with (MET) introduced	Route withdrawn (replaced by 31) (MET 22) Finsbury Park-Wood Green-Palmers Green <i>Wood Green Depot</i>

Route 23	
<u>Monday 29th July 1907 LCC</u> Angel Islington-St John Street-Smithfield reopened for horse cars on electrified track	New horse route (23H) Angel Islington-St John Street-Smithfield <i>Angel (Pentonville Road) Depot</i>

<u>Thursday 9th July 1908 LCC</u> Finsbury Park-Nag's Head Holloway reopened for electric cars and Angel Islington-Smithfield opened	New route (23) Smithfield-Angel Islington-Highbury-Holloway Road-Finsbury Park <i>Holloway Depot</i> Horse route withdrawn (23H) Angel Islington-St John Street-Smithfield <i>Angel (Pentonville Road) Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 23 Smithfield-Angel Islington-Highbury-Holloway Road-Finsbury Park <i>Holloway Depot</i>
<u>Monday 23rd June 1913 LCC</u> New through and revised running route	Route operation revised 23 Smithfield-Angel Islington-Highbury-Holloway Road-Finsbury Park <i>Holloway Depot</i>
<u>Wednesday 7th October 1914 LCC</u>	Route withdrawn 23 Smithfield-Angel Islington-Highbury-Holloway Road-Finsbury Park <i>Holloway Depot</i>

Route LT 23	
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WAL) 3 route renumbered 23 23 Ferry Lane-Walthamstow-Woodford (Napier Arms) <i>Walthamstow Depot</i>
<u>Sunday 18th October 1936</u> Trolleybus conversion Walthamstow Depot partially converted to trolleybus	Route replaced by 623 trolleybus 23 Ferry Lane-Walthamstow-Woodford (Napier Arms) <i>Walthamstow Depot</i> NB: track left between Royal Standard and The Bell for route 85 depot workings

Route 24	
<u>Monday 5th September 1904 LCC</u>	New route (24) Southwark Bridge-St George's Church-Elephant and Castle-Brixton, Water Lane <i>Clapham Depot</i>
<u>Saturday 3rd February 1906 LCC</u>	Route allocation revised (24) Southwark Bridge-St George's Church-Elephant and Castle-Brixton, Water Lane <i>Streatham Depot</i>
<u>Thursday 27th September 1906 LCC</u>	Route extended (24) Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Brixton-Streatham <i>Streatham Depot</i>
<u>Tuesday 14th December 1909 LCC</u>	Route reduced (24) Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Brixton-Streatham (Weekdays rush hours) <i>Streatham Depot</i>
<u>Monday 27th February 1911 LCC</u>	Route truncated (24) Southwark Bridge-St George's Church-Elephant and Castle-Brixton-Streatham Telford Avenue (Weekdays rush hours) <i>Streatham Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 24 Southwark Bridge-St George's Church-Elephant and Castle-Brixton-Streatham Telford Avenue (Weekdays rush hours) <i>Streatham Depot</i>
<u>Friday 28th November 1913 LCC</u>	Route withdrawn 24 Southwark Bridge-St George's Church-Elephant and Castle-Brixton-Streatham Telford Avenue (Weekdays rush hours) <i>Streatham Depot</i>
<u>March 1914 LCC</u>	Route reinstated 24 Victoria Embankment (Waterloo Bridge)-Blackfriars Bridge-Elephant and Castle-Brixton-Streatham Telford Avenue (Weekdays rush hours) (worked with route 22) <i>Streatham Depot</i>
<u>Sunday 25th July 1915 LCC</u>	Route withdrawn 24 Victoria Embankment (Waterloo Bridge)-Blackfriars Bridge-Elephant and Castle-Brixton-Streatham Telford Avenue (Weekdays rush hours) (worked with route 22) <i>Streatham Depot</i>
<u>Thursday 16th June 1921 LCC</u>	Route reinstated 24 Tooting Broadway-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (worked with route 22) <i>Norwood Depot</i>

<u>Monday 3rd October 1921 LCC</u>	Route truncated 24 (Weekdays rush hours) Southcroft Road-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (worked with route 22) <i>Norwood Depot</i>
<u>Monday 23rd April 1923 LCC</u>	Route allocation revised 24 (Weekdays rush hours) Southcroft Road-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (worked with route 22) <i>Streatham Depot</i>
<u>Monday 12th November 1923 LCC</u> Changing of route numbers on cars on Victoria Embankment loop (except route 76 and 80) discontinued	Route operation revised 24 (Weekdays rush hours) Southcroft Road-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-Southcroft Road (worked with route 22) <i>Streatham Depot</i>
<u>Monday 6th March 1924 LCC</u>	<i>Brixton Hill Depot</i> opened Accommodation provided for 50 cars 31 cars of the 1727-1776 series used on part of route 24
<u>Thursday 6th October 1927 LCC</u>	Route extended 24 (Weekdays rush hours) Tooting Broadway-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-Tooting Broadway (worked with routes 2A, 4A, 22) <i>Clapham and Streatham Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 24 (Weekdays rush hours) Tooting Broadway-Streatham-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-Tooting Broadway (worked with routes 2A, 4A, 22) <i>Clapham and Streatham Depots</i>
<u>Wednesday 1st April 1942</u>	Route diverted 24 (Weekdays rush hours) Victoria Embankment-Vauxhall-Stockwell-Brixton-Tooting-Clapham-Stockwell-Vauxhall-Victoria Embankment (worked with route 22) <i>Clapham and Streatham Depots</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 24 (Weekdays rush hours) Victoria Embankment-Vauxhall-Stockwell-Brixton-Tooting-Clapham-Stockwell-Vauxhall-Victoria Embankment (worked with route 22) <i>Clapham and Streatham Depots</i>
<u>Wednesday 8th June 1949</u>	Route allocation changed 24 (Weekdays rush hours) Victoria Embankment-Vauxhall-Stockwell-Brixton-Tooting-Clapham-Stockwell-Vauxhall-Victoria Embankment (worked with route 22) <i>Streatham Depot</i>
<u>Wednesday 3rd May 1950</u>	Route allocation changed 24 (Weekdays rush hours) Victoria Embankment-Vauxhall-Stockwell-Brixton-Tooting-Clapham-Stockwell-Vauxhall-Victoria Embankment (worked with route 22) <i>Clapham and Streatham Depots</i>
<u>Saturday 6th January 1951</u> Stage 2 of Bus conversion Clapham Depot converted to bus	Route replaced by 50/104 bus 24 (Weekdays rush hours) Victoria Embankment-Vauxhall-Stockwell-Brixton-Tooting-Clapham-Stockwell-Vauxhall-Victoria Embankment (worked with route 22) <i>Clapham and Streatham Depots</i>

Route MET 24	
<u>Saturday 24th October 1885 NLT</u> Seven Sisters' Corner-Manor House opened	New steam route (MET 24S) (Blue) Ponders End-Manor House <i>Edmonton and Seven Sisters' Road (Kingsford Terrace) Depots</i>
<u>Saturday 12th December 1885 NLT</u> Manor House-Finsbury Park opened	Steam route extended (MET 24S) (Blue) Ponders End-Finsbury Park <i>Edmonton and Seven Sisters' Road (Kingsford Terrace) Depots</i>
<u>Saturday 1st August 1891 NLT and NMET</u> North Metropolitan Company took over North London Tramways Company Steam routes between Wood Green (Truro Road) and Wood Green (Lordship Lane) and Edmonton and Ponders End withdrawn; remainder taken over by horse routes	Steam route replaced by horse route (MET 24H) (Blue) Edmonton-Finsbury Park <i>Edmonton and Seven Sisters' Road (Kingsford Terrace) Depots</i>
<u>July 1899 NMET</u>	Horse route allocation revised (MET 24H) (Blue) Edmonton-Finsbury Park <i>Edmonton and Manor House Depots</i>

<u>Wednesday 26th November 1902 MET and NMET</u> (MET) purchased NMET lines in Middlesex and became operator of Manor House to Finsbury Park section	Horse route taken over (MET 24H) (Blue) Edmonton-Finsbury Park <i>Edmonton and Manor House Depots</i>
<u>Friday 22nd July 1904 MET</u> FIRST (MET) LINES OPENED Finsbury Park-Seven Sisters' Corner and Manor House-Wood Green (Three Jolly Butchers) reopened (MET lines)	New route (MET 24) Finsbury Park-Seven Sisters' Corner <i>7 (MET) cars from Wood Green Depot</i> Horse route truncated (MET 24H) (Blue) Edmonton-Seven Sisters' Corner <i>Edmonton Depot</i>
<u>Wednesday 24th August 1904 MET and MCC</u> Public opening of Stamford Hill to Tottenham (Brantwood Road) (MET line)	Route extended (MET 24) Finsbury Park-Tottenham (Brantwood Road) <i>10 (MET) cars from Wood Green Depot</i> Horse route truncated (MET 24H) (Blue) Edmonton-Tottenham (Brantwood Road) <i>Edmonton Depot</i>
<u>Saturday 29th October 1904 MET</u> Tottenham (Brantwood Road)-Tottenham / Edmonton boundary opened (MET line)	Route extended (MET 24) Finsbury Park-Tottenham / Edmonton boundary <i>10 (MET) cars from Wood Green Depot</i> Horse route truncated (MET 24H) (Blue) Edmonton-Finsbury Park-Tottenham / Edmonton boundary <i>Edmonton Depot</i>
<u>Wednesday 12th April 1905 MET</u> Tottenham / Edmonton boundary-Angel Bridge, Edmonton opened (MET line)	Route extended (MET 24) Finsbury Park-Tottenham-Angel Bridge Edmonton <i>10 (MET) cars from Wood Green Depot</i> Horse route truncated (MET 24H) (Blue) Edmonton-Angel Bridge, Edmonton <i>Edmonton Depot</i>
<u>Wednesday 19th July 1905 MET</u> Angel Bridge, Edmonton-Edmonton (Tramway Avenue) opened Last (MET) horse car route on Edmonton-Tottenham shuttle withdrawn	Route extended (MET 24) Finsbury Park-Tottenham-Edmonton (Tramway Avenue) <i>15 (MET) cars from Edmonton Depot</i> Horse route withdrawn (MET 24H) (Blue) Edmonton-Angel Bridge, Edmonton <i>Edmonton Depot</i>
<u>Wednesday 6th December 1905 MET and MCC</u> Operation of (MET) and MCC cars no longer kept separate	Route allocations revised (MET 24) Finsbury Park-Edmonton (Tramway Avenue) <i>Edmonton Depot</i>
<u>Wednesday 11th December 1907 MET</u> Edmonton (Tramway Avenue)-Freezywater (MCC line) opened	Route extended (MET 24) Finsbury Park-Tottenham-Edmonton-Freezywater <i>Edmonton Depot</i>
<u>Friday 17th April 1908 MET</u> Freezywater-Waltham Cross opened (MCC / HCC line)	Route extended (MET 24) Finsbury Park-Tottenham-Edmonton-Waltham Cross <i>Edmonton Depot</i>
<u>Saturday 1st March 1913 MET</u>	Route reduced (MET 24) Finsbury Park-Tottenham-Edmonton-Waltham Cross <i>Edmonton Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 24 Finsbury Park-Tottenham-Edmonton-Waltham Cross <i>Edmonton Depot</i>
<u>Wednesday 7th October 1914 MET</u>	Route withdrawn (MET) 24 Finsbury Park-Tottenham-Edmonton-Waltham Cross <i>Edmonton Depot</i>

Route 25	
<u>Monday 18th December 1871 NMET</u> Nag's Head Holloway-Seven Sisters' Road, Hornsey Road opened	New horse route (25H) (Yellow) Moorgate-Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway-Seven Sisters' Road, Hornsey Road <i>Angel Islington and Finsbury Park Temporary Yards</i>
<u>Sunday 21st January 1872 NMET</u> Seven Sisters' Road, Hornsey Road-Finsbury Park opened	Horse route extended (25H) (Yellow) Moorgate-Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway-Finsbury Park <i>Angel Islington and Finsbury Park Temporary Yards</i>
<u>Wednesday 21st February 1872 NMET</u>	Horse route allocations revised (25H) (Yellow) Moorgate-Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway-Finsbury Park <i>Finsbury Park Depot</i>

<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (25H) (Yellow) Moorgate-Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway-Finsbury Park <i>Finsbury Park Depot</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (25H) (Yellow) Moorgate-Angel Islington-Upper Street-Holloway Road-Nag's Head Holloway-Finsbury Park <i>Finsbury Park Depot</i>
<u>Saturday 15th June 1907 LCC</u> Highbury Bridge closed for reconstruction	Horse route diverted (25H) Moorgate-Angel Islington-Liverpool Road-Holloway Road-Nag's Head Holloway-Finsbury Park <i>Finsbury Park Depot</i>
<u>Thursday 9th July 1908 LCC</u> Finsbury Park-Nag's Head Holloway reopened for electric cars and Angel Islington-Smithfield opened	New route (25) Moorgate-City Road-Angel Islington-Highbury-Holloway Road-Finsbury Park <i>Holloway Depot</i> Horse route withdrawn (25H) Moorgate-Angel Islington-Liverpool Road-Holloway Road-Nag's Head Holloway-Finsbury Park <i>Finsbury Park Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 25 Moorgate-City Road-Angel Islington-Highbury-Holloway Road-Finsbury Park <i>Holloway Depot</i>
<u>March or April 1915 LCC</u>	Route withdrawn 25 Moorgate-City Road-Angel Islington-Highbury-Holloway Road-Finsbury Park <i>Holloway Depot</i>
<u>Wednesday 29th March 1922 LCC</u>	New route 25 (Weekdays rush hours) Euston Road-Finsbury Park-Wood Green-New Southgate <i>Holloway Depot</i>
<u>September 1922 LCC</u>	Route extended 25 (Weekdays rush hours) Euston Road-Finsbury Park-Wood Green-New Southgate-(Barnet Fair Day) North Finchley-Whetstone-Barnet <i>Holloway Depot</i>
<u>Wednesday 14th February 1923 LCC</u>	Route withdrawn 25 (Weekdays rush hours) Euston Road-Finsbury Park-Wood Green-New Southgate <i>Holloway Depot</i>
<u>Thursday 24th May 1928 LCC</u>	New route 25 Parliament Hill Fields-Kentish Town-Camden Town-Euston Road <i>Hampstead Depot</i>
<u>Monday 25th May 1931 LCC</u>	Route reduced 25 (Weekdays rush hours) Parliament Hill Fields-Kentish Town-Camden Town-Euston Road <i>Hampstead Depot</i>
<u>Saturday 27th June 1931 LCC</u>	Route increased 25 (Weekdays rush hours and Saturday until 7 pm) Parliament Hill Fields-Kentish Town-Camden Town-Euston Road <i>Hampstead Depot</i>
<u>Saturday 1st October 1932 LCC</u>	Route increased 25 (Weekdays rush hours and Saturday until 10 pm) Parliament Hill Fields-Kentish Town-Camden Town-Euston Road <i>Hampstead Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 25 (Weekdays rush hours and Saturday until 10 pm) Parliament Hill Fields-Kentish Town-Camden Town-Euston Road <i>Hampstead Depot</i>
<u>Wednesday 13th October 1937</u>	Route withdrawn 25 (Weekdays rush hours and Saturday until 10 pm) Parliament Hill Fields-Kentish Town-Camden Town-Euston Road <i>Hampstead Depot</i>

Route 26	
<u>Wednesday 14th June 1882 SLT</u> Wandsworth Road Station (Westbury Street)-Lavender Hill-Clapham Junction-Wandsworth (East Hill) opened	New horse route (26H) (Yellow) Wandsworth Road Station (Westbury Street)-Lavender Hill-Clapham Junction-Wandsworth (East Hill) <i>Clapham Junction Depot</i>

<p><u>Tuesday 9th October 1883 SLT</u> Wandsworth Road Station (Westbury Road)- Vauxhall (Nine Elms Lane Junction), Lambeth Bridge-Lambeth Palace Road- Westminster Bridge and Battersea (Prince of Wales Road) opened</p>	<p>Horse route extended (26H) (Yellow) Westminster Bridge-Lambeth Bridge-Vauxhall Cross-Lavender Hill-Clapham Junction-Wandsworth (East Hill) <i>Clapham Junction Depot</i></p>
<p><u>Wednesday 22nd November 1902 LCC</u> South London Tramways Company purchased by LCC</p>	<p>Horse route taken over (26H) (Yellow) Westminster Bridge-Lambeth Bridge-Vauxhall Cross-Lavender Hill-Clapham Junction-Wandsworth (East Hill) <i>Clapham Junction Depot</i></p>
<p><u>Monday 24th September 1906 LCC</u> Lambeth Bridge-St George's Circus- Southwark Bridge Road-Hop Exchange reopened for electric cars (St George's Circus to Hop Exchange section ready for reopening Monday 1st August 1904)</p>	<p>Horse route increased in frequency (26H) Westminster Bridge-Lambeth Bridge-Vauxhall Cross-Lavender Hill- Clapham Junction-Wandsworth (East Hill) <i>Clapham Junction Depot</i></p>
<p><u>Tuesday 14th September 1909 LCC</u> Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Blackfriars Bridge Road and Blackfriars Bridge Road- Southwark Street-Southwark Bridge Road opened</p>	<p>New route (26) Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment (Northumberland Avenue) <i>Wandsworth Depot</i></p>
<p><u>Thursday 23rd September 1909 LCC</u> Vauxhall-Wandsworth Road (Queens Road / Lavender Hill) reopened for electric cars</p>	<p>New route (26EX) (Weekdays rush hours) Victoria Embankment-Wandsworth Road (Queens Road/Lavender Hill) Inwards via St George's Circus, outwards via Westminster Bridge <i>Wandsworth Depot</i> Route extended (26) Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment- Westminster Bridge-Vauxhall-Wandsworth Road (Queens Road/Lavender Hill) <i>Wandsworth Depot</i> Horse route truncated (26H) Queens Road / Lavender Hill-Clapham Junction-Wandsworth (East Hill) <i>Clapham Junction Depot</i></p>
<p><u>Saturday 9th October 1909 LCC</u> Wandsworth Road (Queens Road/Lavender Hill)-Clapham Junction reopened for electric cars</p>	<p>Routes extended (26) Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment- Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction <i>Wandsworth Depot</i> (26EX) (Weekdays rush hours) Victoria Embankment-Clapham Junction Inwards via St George's Circus, outwards via Westminster Bridge <i>Wandsworth Depot</i> Horse route truncated (26H) Clapham Junction-Wandsworth (East Hill) <i>Clapham Junction Depot</i></p>
<p><u>Wednesday 15th December 1909 LCC</u> Clapham Junction-East Hill, Wandsworth reopened for electric cars</p>	<p>Routes extended (26) Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment- Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction-East Hill, Wandsworth <i>Wandsworth Depot</i> (26EX) (Weekdays rush hours) Victoria Embankment-East Hill, Wandsworth Inwards via St George's Circus, outwards via Westminster Bridge <i>Wandsworth Depot</i> Horse route withdrawn (26H) Clapham Junction-Wandsworth (East Hill) <i>Clapham Junction Depot</i></p>
<p><u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars</p>	<p>Route numbered 26 Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment- Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction-East Hill, Wandsworth <i>Wandsworth Depot</i></p>
<p><u>Saturday 12th May 1917 LCC</u> Reconstruction of St John's Hill bridge</p>	<p>Route temporarily revised 26 Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment- Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction-Battersea (reverse)-Wandsworth High Street <i>Wandsworth Depot</i></p>
<p><u>Friday 20th July 1917 LCC</u></p>	<p>Route restored 26 Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment- Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction-East Hill, Wandsworth <i>Wandsworth Depot</i></p>

<p><u>Thursday 4th August 1921 LCC</u> Wandsworth East Hill-Wandsworth High Street opened</p>	<p>Routes extended 26 Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney High Street <i>Wandsworth Depot</i> 26EX (Weekdays am rush hours) Victoria Embankment-Clapham Junction (via Westminster Bridge) <i>Cars from Wandsworth Depot 26 allocation</i> 26EX (Monday-Friday pm rush hours and Saturday midday) Victoria Embankment-Clapham Junction (inwards via St George's Circus, outwards via Westminster Bridge) <i>Cars from Wandsworth Depot 26 allocation</i></p>
<p><u>Saturday 10th September 1921 LCC</u></p>	<p>Route extended 26 Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney High Street-(when Fulham FC at home) Hammersmith Broadway <i>Wandsworth Depot</i></p>
<p><u>Sunday 9th October 1921 LCC</u></p>	<p>Route extended 26 Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney High Street-(Sunday and when Fulham FC at home) Hammersmith Broadway-(Sunday) Harlesden (Scrubs Lane) <i>Wandsworth Depot</i></p>
<p><u>Tuesday 2nd May 1922 LCC and LUT</u> LCC purchased (LUT) tramways in Hammersmith together with <i>Chiswick Depot</i> and through running on routes 2, 4 and 26 introduced</p>	<p>Route extended 26 Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney High Street-Hammersmith-Chiswick-Kew Bridge <i>Hammersmith Depot</i></p>
<p><u>Saturday 22nd May 1926 LCC</u></p>	<p>New route 26 EX(1) (Whitsun and August Bank Holiday Sunday and Monday) Camberwell Green-Brixton-Clapham Common-Clapham Junction-Wandsworth-Putney High Street-Hammersmith-Chiswick-Kew Bridge <i>Cars from Wandsworth Depot 26 allocation</i></p>
<p><u>Thursday 5th May 1932 LCC</u></p>	<p>Route allocation revised 26 Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney High Street-Hammersmith-Chiswick-Kew Bridge <i>Clapham and Hammersmith Depots</i></p>
<p><u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways</p>	<p>Routes at 1st July 1933 26 Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney High Street-Hammersmith-Chiswick-Kew Bridge <i>Clapham and Hammersmith Depots</i> 26EX (Weekdays am rush hours) Victoria Embankment-Clapham Junction (via Westminster Bridge) <i>Cars from Wandsworth Depot 26 allocation</i> 26EX (Monday-Friday pm rush hours and Saturday midday) Victoria Embankment-Clapham Junction (inwards via St George's Circus, outwards via Westminster Bridge) <i>Cars from Wandsworth Depot 26 allocation</i> 26 EX(1) (Whitsun and August Bank Holiday Sunday and Monday) Camberwell Green-Brixton-Clapham Common-Clapham Junction-Wandsworth-Putney High Street-Hammersmith-Chiswick-Kew Bridge <i>Cars from Wandsworth Depot 26 allocation</i></p>
<p><u>Monday 5th August 1935</u></p>	<p>Route withdrawn 26 EX(1) (Whitsun and August Bank Holiday Sunday and Monday) Camberwell Green-Brixton-Clapham Common-Clapham Junction-Wandsworth-Putney High Street-Hammersmith-Chiswick-Kew Bridge <i>Cars from Wandsworth Depot 26 allocation</i></p>
<p><u>Sunday 27th October 1935</u> Trolleybus conversion</p>	<p>Route reduced 26 Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney High Street-Hammersmith <i>Clapham and Hammersmith Depots</i></p>
<p><u>Sunday 12th September 1937</u> Trolleybus conversion</p>	<p>Route partially replaced by 628 trolleybus 26 Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction <i>Clapham Depot and Wandsworth Depot</i> New night route (NIGHT 26) Westminster Station-Clapham Junction <i>Wandsworth Depot</i></p>

Wednesday 2nd August 1939	<p>Route withdrawn 26EX (Weekdays am rush hours) Victoria Embankment-Clapham Junction (via Westminster Bridge) <i>Cars from Wandsworth Depot 26 allocation</i></p> <p>Route withdrawn 26EX (Monday-Friday pm rush hours and Saturday midday) Victoria Embankment-Clapham Junction (inwards via St George's Circus, outwards via Westminster Bridge) <i>Cars from Wandsworth Depot 26 allocation</i></p>
Sunday 10th December 1939	<p>Allocation changed 26 Hop Exchange-Southwark Street-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction <i>Wandsworth Depot and Clapham Depot on Sunday</i></p>
Wednesday 29th October 1941	<p>Route reduced 26 Hop Exchange-Southwark Street-Blackfriars Bridge-(Weekdays) Victoria Embankment (Savoy Street)-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction <i>Wandsworth Depot and Clapham Depot on Sunday</i></p>
Wednesday 17th April 1946	<p>Route increased 26 Hop Exchange-Southwark Street-Blackfriars (Weekdays)-Victoria Embankment (Savoy Street)-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction <i>Wandsworth Depot and Clapham Depot on Sunday</i></p>
Wednesday 19th June 1946 Night services numbered	<p>Numbered night route 26 (NIGHT) Clapham Junction-Blackfriars <i>Wandsworth Depot</i></p>
Wednesday 12th November 1947	<p>Route reduced 26 Hop Exchange-Southwark Street-Blackfriars)-Victoria Embankment (Savoy Street) (Weekdays)-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction <i>Wandsworth Depot and Clapham Depot on Sunday</i></p>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	<p>Route at 1st January 1948 26 Hop Exchange-Southwark Street-Blackfriars)-Victoria Embankment (Savoy Street) (Weekdays)-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction <i>Wandsworth Depot and Clapham Depot on Sunday</i></p> <p>Route at 1st January 1948 26 (NIGHT) Clapham Junction-Blackfriars <i>Wandsworth Depot</i></p>
Wednesday 8th June 1949	<p>Route allocation changed 26 Hop Exchange-Southwark Street-Blackfriars)-Victoria Embankment (Savoy Street) (Weekdays)-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction <i>Wandsworth and Clapham Depots and Clapham Depot on Sunday</i></p>
Saturday 30th September 1950 Stage 1 of Bus conversion Wandsworth Depot converted to bus	<p>Route replaced by 168 bus 26 Hop Exchange-Southwark Street-Blackfriars)-Victoria Embankment (Savoy Street) (Weekdays)-Westminster Bridge-Vauxhall-Wandsworth Road-Clapham Junction <i>Wandsworth and Clapham Depots and Clapham Depot on Sunday</i></p> <p>Route replaced by 168 (night) bus 26 (NIGHT) Clapham Junction-Blackfriars <i>Wandsworth Depot</i></p>

Route MET 26	
<u>Monday 20th February 1911 MET</u> Ponders End-Southbury Road-Enfield Town opened (MCC line)	<p>New route (MET 26) Ponders End-Southbury Road-Enfield Town <i>2 E class cars from Edmonton Depot</i></p>
<u>Saturday 3rd June 1911 MET</u>	<p>Route allocation revised (MET 26) Ponders End-Southbury Road-Enfield Town <i>Edmonton Depot</i></p>
<u>July 1913 MET</u>	<p>Route numbered (MET) 26 Ponders End-Southbury Road-Enfield Town <i>Edmonton Depot</i></p>
<u>Wednesday 7th October 1915 MET</u>	<p>New route (MET 26) Enfield Highway (Albany Road)-Ponders End-Southbury Road-Enfield Town (lettered X on cars) <i>Edmonton Depot</i></p>
<u>Monday 2nd September 1918 MET</u>	<p>Route withdrawn (MET 26) Enfield Highway (Albany Road)-Ponders End-Southbury Road-Enfield Town (lettered X on cars) <i>Edmonton Depot</i></p>

<u>Wednesday 3rd May 1922 MET</u>	Route extended (MET) 26 Waltham Cross (Saturday and Sunday)-Ponders End-Southbury Road-Enfield Town <i>Edmonton Depot</i>
<u>Wednesday 4th October 1922 MET</u>	Route truncated (MET) 26 Ponders End-Southbury Road-Enfield Town <i>Edmonton Depot</i>
<u>Wednesday 2nd October 1929 MET</u>	Route allocation revised (MET) 26 Ponders End-Southbury Road-Enfield Town <i>3 cars(4 on Sunday) from Edmonton Depot</i>
<u>Sunday 24th April 1932 LCC and MET</u> Route between Ponders End and Waltham Cross withdrawn on Sunday	Route reduced (MET) 26 Ponders End-Southbury Road-Enfield Town (Weekdays) <i>Edmonton Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (MET) 26 Ponders End-Southbury Road-Enfield Town (Weekdays) <i>Edmonton Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(MET) 26 route renumbered 49A 49A Ponders End-Southbury Road-Enfield Town (Weekdays) <i>Edmonton Depot</i>

Route 27	
<u>Friday 26th January 1872 LST</u> Camden Town Station (NLR)-Camden Road (Brecknock Arms) opened	New horse route (27H) (Green) Euston Road-Hampstead Road-Camden Town (NLR)-Camden Road (Brecknock Arms) <i>Temporary Sidings at Camden Town Wharf</i>
<u>Tuesday 1st October 1872 LST</u> Camden Road (Brecknock Arms)-Holloway Road opened	Horse route extended (27H) (Green) Euston Road-Hampstead Road-Camden Town Station (NLR)-Camden Road-Holloway Road <i>Temporary Sidings at Camden Town Wharf</i>
<u>Saturday 24th October 1885 LST</u>	Horse route allocation revised (27H) (Green) Euston Road-Hampstead Road-Camden Town Station (NLR)-Camden Road-Holloway Road <i>Holloway (Parkhurst Road) Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (27H) (Green) Euston Road-Camden Town Station (NLR)-Camden Road-Holloway Road <i>Holloway (Parkhurst Road) Depot</i>
<u>Tuesday 22nd February 1898 NMET</u> Junction installed between Parkhurst Road and Seven Sisters' Road at Nag's Head Holloway	Horse route extended (27H) (Green) Euston Road-Camden Town Station (NLR)-Camden Road-Holloway Road-Finsbury Park <i>Holloway (Parkhurst Road) Depot</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (27H) (Green) Euston Road-Camden Town Station (NLR)-Camden Road-Holloway Road-Finsbury Park <i>Holloway (Parkhurst Road) Depot</i>
<u>November 1908 LCC</u> Route divided into two at Camden Town Station (NLR) for reconstruction work	Horse route (27H) divided
<u>December 1908 LCC</u> Route reinstated at Camden Town Station (NLR) after reconstruction work	Horse route (27H) reinstated
<u>Sunday 11th April 1909 LCC</u> Camden Town Station (NLR)-Nag's Head Holloway reopened for electric cars	New route (27) Camden Town Station (NLR)-Nag's Head Holloway <i>Holloway Depot</i> Horse route withdrawn (27H) Euston Road-Camden Town Station (NLR)-Camden Road-Holloway Road-Finsbury Park <i>Holloway (Parkhurst Road) Depot</i>
<u>Friday 28th May 1909 LCC</u> Camden Town Station (NLR)-Euston Road reopened for electric cars	Route extended (27) Euston Road-Nag's Head Holloway <i>Holloway Depot</i>
<u>Thursday 1st August 1912 LCC</u>	Route extended (27) Euston Road-Finsbury Park (Weekdays rush hours and Sunday after 1 pm) <i>Holloway Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 27 Euston Road-Finsbury Park (Weekdays rush hours and Sunday after 1 pm) <i>Holloway Depot</i>

<u>Saturday 1st March 1913 LCC and MET</u> Through running routes 27 and 59 introduced	Route extended 27 Euston Road-Finsbury Park-Seven Sisters' Corner (Weekdays until 8.30 pm and Sunday 5pm-11pm) <i>Holloway Depot</i>
<u>Saturday 13th September 1913 LCC and MET</u>	Route extended 27 Euston Road-Finsbury Park-Seven Sisters' Corner (Weekdays until 8.30 pm and Sunday 5pm-11pm)-Tottenham (Snells Park) (rush hours) <i>Holloway Depot</i>
<u>by January 1914 LCC and MET</u>	Route increased 27 Euston Road-Finsbury Park-Seven Sisters' Corner (Weekdays until 8.30 pm and Saturday and Sunday 5pm-11pm)-Tottenham (Snells Park) (rush hours) <i>Holloway Depot</i>
<u>Wednesday 7th October 1914 LCC and MET</u>	Route increased 27 Euston Road-Finsbury Park-Seven Sisters' Corner (Weekdays and Sunday evenings)-Tottenham (Snells Park) (rush hours) <i>Holloway Depot</i>
<u>Wednesday 7th October 1915 LCC and MET</u>	Route truncated 27 Euston Road-Finsbury Park-Seven Sisters' Corner (Weekdays to 8.30 pm and Sunday evenings) <i>Holloway Depot</i>
<u>Tuesday 12th May 1918 LCC and MET</u>	Route extended 27 Euston Road-Finsbury Park-Seven Sisters' Corner-Edmonton Town Hall (Weekdays to 8.30 pm and Sunday afternoons and evenings) <i>Holloway Depot</i>
<u>Wednesday 26th November 1919 LCC and MET</u>	Route increased 27 Euston Road-Finsbury Park-Seven Sisters' Corner-Bruce Grove-(except Weekdays slack hours)-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>
<u>Wednesday 14th April 1920 LCC and MET</u>	Route increased 27 Euston Road-Finsbury Park-Seven Sisters' Corner-Bruce Grove-(except Weekdays slack hours)-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>
<u>Wednesday 25th August 1920 LCC and MET</u>	Route increased 27 Euston Road-Finsbury Park-Seven Sisters' Corner-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>
<u>Wednesday 14th February 1923 LCC and MET</u>	New route 27A (Weekdays rush hours) Euston Road-Tottenham (Bruce Grove) <i>Holloway Depot</i> Route increased 27 Euston Road-Finsbury Park-Seven Sisters' Corner-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>
<u>Wednesday 24th October 1923 LCC and MET</u>	Route allocation revised 27 Euston Road-Finsbury Park-Seven Sisters' Corner-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>
<u>Wednesday 12th March 1924 LCC and MET</u>	Route allocation revised 27 Euston Road-Finsbury Park-Seven Sisters' Corner-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>
<u>Tuesday 1st April 1924 LCC and MET</u>	Route withdrawn 27A (Weekdays rush hours) Euston Road-Tottenham (Bruce Grove) <i>Holloway Depot</i>
<u>Wednesday 9th July 1924 LCC and MET</u>	Route allocation revised 27 Euston Road-Finsbury Park-Seven Sisters' Corner-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>
<u>Sunday 7th October 1928 LCC and MET</u>	Route reduced 27 (Weekdays) Euston Road-Finsbury Park-Seven Sisters' Corner-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>
<u>Saturday 10th October 1931 LCC and MET</u>	Route reduced 27 (Weekdays, not late evenings) Euston Road-Finsbury Park-Seven Sisters' Corner-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 27 (Weekdays, not late evenings) Euston Road-Finsbury Park-Seven Sisters' Corner-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>
Sunday 6th March 1938 Trolleybus conversion	Route increased 27 (not late evenings) Euston Road-Finsbury Park-Seven Sisters' Corner-Edmonton Town Hall <i>Edmonton(not Sunday) and Holloway Depots</i>

Sunday 16th October 1938 Trolleybus conversion	Allocation changed 27 (not late evenings) Euston Road-Finsbury Park-Seven Sisters' Corner-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>
Sunday 6th November 1938 Trolleybus conversion Edmonton Depot converted to trolleybus	Route replaced by 627 trolleybus 27 (not late evenings) Euston Road-Finsbury Park-Seven Sisters' Corner-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>

Route 28	Including horse bus route over London Bridge
Saturday 18th August 1883 SLT Waterloo Road, Lambeth Road, St George's Road and Lancaster Street opened	New horse routes (28/1H) (Yellow) Waterloo Station-St George's Circus-Lambeth Road-St George's Road-Elephant and Castle <i>Borough Road Depot</i>
Tuesday 9th October 1883 SLT Wandsworth Road Station (Westbury Road)-Vauxhall (Nine Elms Lane Junction), Lambeth Bridge-Lambeth Palace Road-Westminster Bridge and Battersea (Prince of Wales Road) opened	New horse route (28H) (Brown) Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall Cross-Lavender Hill-Clapham Junction-Wandsworth (East Hill) <i>Borough Road and Clapham Junction Depots</i>
December 1884 SLT London Tramways Omnibus Company purchased by SLT	Horse bus route purchased (28HB) Liverpool Street-London Bridge-Elephant and Castle <i>Walworth Bus Depot</i>
Friday 24th July 1891 LTC and SLT Waterloo Road line leased from SLT to LTC	Horse route withdrawn (28/1H) (Yellow) Waterloo Station-St George's Circus-Lambeth Road-St George's Road-Elephant and Castle <i>Borough Road Depot</i>
By May 1895 SLT	Horse bus route withdrawn (28HB) Liverpool Street-London Bridge-Elephant and Castle <i>Walworth Bus Depot</i>
Wednesday 22nd November 1902 LCC South London Tramways Company purchased by LCC	Horse route taken over (28H) (Brown) Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall Cross-Lavender Hill-Clapham Junction-Wandsworth (East Hill) <i>Borough Road and Clapham Junction Depots</i>
Monday 24th September 1906 LCC Lambeth Bridge-St George's Circus-Southwark Bridge Road-Hop Exchange reopened for electric cars (St George's Circus to Hop Exchange section ready for reopening Monday 1st August 1904)	Horse route withdrawn (28H) Hop Exchange-Southwark Bridge Road-St George's Circus-Lambeth Bridge-Vauxhall Cross-Lavender Hill-Clapham Junction-Wandsworth (East Hill) <i>Borough Road and Clapham Junction Depots</i>
Monday 3rd January 1910 LCC	New route (28) Victoria-Vauxhall-Wandsworth Road-Clapham Junction-East Hill, Wandsworth <i>Wandsworth Depot</i>
Wednesday 5th October 1910 LCC	Route reduced (28) Victoria-Vauxhall-Wandsworth Road-Clapham Junction-East Hill, Wandsworth (rush hours and Sunday) <i>Wandsworth Depot</i>
Wednesday 10th July 1912 LCC	Route increased (28) Victoria-Vauxhall-Wandsworth Road-Clapham Junction-East Hill, Wandsworth <i>Wandsworth Depot</i>
From Tuesday 15th October 1912 LCC Number stencils gradually fitted to electric cars	Route numbered 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-East Hill, Wandsworth <i>Wandsworth Depot</i>
Saturday 12th May 1917 LCC Reconstruction of St John's Hill bridge	Route temporarily revised 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction <i>Wandsworth Depot</i>
Friday 20th July 1917 LCC	Route restored 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-East Hill, Wandsworth <i>Wandsworth Depot</i>
Thursday 4th August 1921 LCC Wandsworth East Hill-Wandsworth High Street opened	Route extended 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Clapham and Hammersmith Depots (from route 82 short working cars)</i>
Tuesday 2nd May 1922 LCC and LUT LCC purchased (LUT) tramways in Hammersmith together with <i>Chiswick Depot</i>	Route allocation revised 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Wandsworth and Hammersmith Depots</i>

<u>Thursday 5th May 1932 LCC and MET</u>	Route allocation revised 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Clapham, Hammersmith and Wandsworth Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Clapham, Hammersmith and Wandsworth Depots</i>
<u>Thursday 7th December 1933</u>	Route extended 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane))-(Weekdays) Craven Park-(Weekdays rush hours) Wembley Church <i>Clapham, Hammersmith and Wandsworth Depots</i>
<u>Sunday 20th May 1934</u>	Route extended 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane))-(Weekdays, Sundays afternoons and evenings) Craven Park-(Weekdays rush hours) Wembley Church <i>Clapham, Hammersmith and Wandsworth Depots</i>
<u>Wednesday 3rd October 1934</u>	Route reduced 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane))-(Weekdays) Craven Park-(Weekdays rush hours) Wembley Church <i>Clapham, Hammersmith and Wandsworth Depots</i>
<u>Sunday 2nd June 1935</u>	Route extended 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane))-(Weekdays and Sunday afternoons and evenings) Craven Park-(Weekdays rush hours) Wembley Church <i>Clapham, Hammersmith and Wandsworth Depots</i>
<u>Sunday 27th October 1935</u>	Route reduced 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-(Weekdays) Craven Park-(Weekdays rush hours) Wembley Church <i>Clapham, Hammersmith and Wandsworth Depots</i>
<u>Sunday 14th June 1936</u>	Route increased 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-(Weekdays rush hours and Sundays) Craven Park-(Weekdays rush hours) Wembley Church <i>Clapham, Hammersmith and Wandsworth Depots</i>
<u>Sunday 23rd August 1936</u>	Route reduced 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-(Weekdays rush hours and Sundays)-Craven Park <i>Clapham, Hammersmith and Wandsworth Depots</i>
<u>Sunday 18th October 1936</u>	Route reduced 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-(Weekdays rush hours)-Craven Park <i>Clapham, Hammersmith and Wandsworth Depots</i>
<u>Monday 16th November 1936</u>	Route reduced 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Clapham, Hammersmith and Wandsworth Depots</i>
<u>Sunday 12th September 1937</u> Trolleybus conversion	Route partially replaced by 628 trolleybus 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction <i>Clapham Depot</i>
<u>Wednesday 2nd August 1939</u>	Allocation changed 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction <i>Clapham and Wandsworth Depots</i>
<u>Sunday 10th December 1939</u>	Allocation changed 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction <i>Wandsworth Depot</i>
<u>Wednesday 12th November 1947</u>	Allocation changed 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction <i>Clapham Depot</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction <i>Clapham Depot</i>
<u>Saturday 30th September 1950</u> Stage 1 of Bus conversion Wandsworth Depot converted to bus	Route replaced by 169 bus 28 Victoria-Vauxhall-Wandsworth Road-Clapham Junction <i>Clapham Depot</i>

Route MET 28	
<u>November 1906 MET</u>	New route (MET 28) Finsbury Park-Hornsey-Muswell Hill <i>Wood Green Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 28 Finsbury Park-Hornsey-Muswell Hill <i>Wood Green Depot</i>
<u>Sunday 16th August 1914 LCC and MET</u> Through running extended	Route withdrawn (MET) 28 Finsbury Park-Hornsey-Muswell Hill <i>Wood Green Depot</i>

Route 29	
<u>Thursday 1st August 1912 LCC and MET</u> Through running between LCC and (MET) introduced Through running routes (29) and (31) introduced	New route (29) Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>From Tuesday 15th October 1912 LCC and MET</u> Number stencils gradually fitted to electric cars	Route numbered 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>Wednesday 27th October 1920 LCC and MET</u>	Route allocation revised 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>Wednesday 14th February 1923 LCC and MET</u>	Route allocation revised 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>Monday 14th May 1923 LCC and MET</u>	New route 29EX (Weekdays rush hours) Finsbury Park-Wood Green-Palmers Green <i>Wood Green Depot</i> Route allocation revised 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>Tuesday 1st April 1924 LCC and MET</u>	Route allocation revised 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Wood Green Depot</i>
<u>Thursday 29th November 1928 LCC</u>	Route allocation revised 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>Thursday 29th January 1931 LCC and MET</u>	Route allocation revised 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>Thursday 5th March 1931 LCC and MET</u>	Route allocation revised 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>Thursday 6th August 1931 LCC and MET</u>	Route allocation revised 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>Thursday 17th March 1932 LCC and MET</u>	Route allocation revised 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>Thursday 27th October 1932 LCC and MET</u>	Route allocation revised 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>Wednesday 7th December 1932 LCC and MET</u>	Route allocation revised 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>Thursday 26th January 1933 LCC and MET</u>	Route allocation revised 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>Thursday 1st June 1933 LCC and MET</u>	Route allocation revised 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Holloway and Wood Green Depots</i> 29EX (Weekdays rush hours) Finsbury Park-Wood Green-Palmers Green <i>Wood Green Depot</i>

<u>Wednesday 28th February 1934</u>	Route withdrawn 29EX (Weekdays rush hours) Finsbury Park-Wood Green-Palmers Green <i>Wood Green Depot</i>
Sunday 6th March 1938 Trolleybus conversion	Allocation changed 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Wood Green Depot</i>
Sunday 8th May 1938 Trolleybus conversion Wood Green Depot converted to trolleybus	Route replaced by 629 trolleybus 29 Euston Road-Finsbury Park-Wood Green-Palmers Green-Enfield <i>Wood Green Depot</i>

Route 30	Including horse bus route over Waterloo Bridge
<u>Saturday 1st August 1891 SLT</u> Connection between Waterloo Road and London Road at St George's Circus installed	New horse route (30H) (Red) Waterloo Station-Elephant and Castle-Kennington-Tooting (Totterdown Street) <i>Balham and Clapham (High Street) Depots</i> New horse bus route (30HB) (Red) Waterloo Bridge-Strand <i>Kennington Cross and Ewer Street Bus Depot</i>
<u>Sunday 1st January 1899 LCC and LTC</u> London Tramways Company purchased by LCC	Horse route taken over (30H) (Red) Waterloo Station-Elephant and Castle-Kennington-Tooting (Totterdown Street) <i>Balham and Clapham (High Street) Depots</i> Horse bus route taken over (30HB) (Red) Waterloo Bridge-Strand <i>Kennington Cross and Ewer Street Bus Depot</i>
<u>Thursday 6th March 1902 LCC</u> Horse bus routes withdrawn	Night horse bus route withdrawn (30HB) Waterloo Bridge-Strand <i>Kennington Cross and Ewer Street Bus Depot</i>
<u>Friday 15th May 1903 LCC</u> ROYAL OPENING Westminster Bridge, Blackfriars Bridge and Waterloo Station to Tooting (Totterdown Street) reopened for electric cars	New route (30) Waterloo Station-Elephant and Castle-Tooting (Totterdown Street) <i>Balham and Clapham Depots</i> Horse route withdrawn (30H) Waterloo Station-Elephant and Castle-Kennington-Tooting (Totterdown Street) <i>Balham and Clapham (High Street) Depots</i>
<u>Sunday 2nd August 1903 LCC</u> Camberwell New Road-Brixton Road (Handforth Road) reopened for electric cars	Route allocation revised (30) Waterloo Station-Elephant and Castle-Tooting (Totterdown Street) <i>Balham, Camberwell (New Road) and Clapham Depots</i>
<u>Saturday 21st May 1904 LCC</u>	Route allocation revised (30) Waterloo Station-Elephant and Castle-Tooting (Totterdown Street) <i>Balham, Camberwell (New Road) and Clapham Depots</i>
<u>Monday 30th May 1904 LCC</u> Brixton-Brixton, Water Lane reopened for electric cars	Route allocation revised (30) Waterloo Station-Elephant and Castle-Tooting (Totterdown Street) <i>Balham, Camberwell (New Road) and Clapham Depots</i>
<u>July 1904 LCC</u>	Route allocation revised (30) Waterloo Station-Elephant and Castle-Tooting (Totterdown Street) <i>Balham and Clapham Depots</i>
<u>Sunday 28th August 1904 LCC</u>	Route allocation revised (30) Waterloo Station-Elephant and Castle-Tooting (Totterdown Street) <i>Clapham Depot</i>
<u>Sunday 6th August 1905 LCC</u> Tooting (Totterdown Street)-Tooting Broadway-Tooting (High Street) opened	Route extended (30) Waterloo Station-Elephant and Castle-Tooting (High Street) <i>Clapham Depot</i>
<u>Saturday 30th May 1908 LCC</u>	Route extended (30) Waterloo Station-Elephant and Castle-Tooting (High Street)-(Saturday and Sunday)-Merton <i>Clapham Depot</i>
<u>Saturday 26th February 1910 LCC</u> Queens Road/Lavender Hill, Wandsworth Road-Cedars Road-Clapham Common opened	Route diverted (30) Waterloo Station-Elephant and Castle-Clapham Common-Cedars Road-Clapham Junction-Wandsworth, East Hill <i>Clapham Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 30 Waterloo Station-Elephant and Castle-Clapham Common-Cedars Road-Clapham Junction-Wandsworth, East Hill <i>Clapham Depot</i>
<u>Thursday 22nd July 1915 LCC</u>	Route withdrawn 30 Waterloo Station-Elephant and Castle-Clapham Common-Cedars Road-Clapham Junction-Wandsworth, East Hill <i>Clapham Depot</i>

<u>Wednesday 23rd April 1924 LCC and MET</u> South to West junction opened at Scrubs Lane, Harlesden for Wembley exhibition route	New route 30 (Weekdays after morning rush hour) Putney High Street-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-Wembley Hill Road <i>Cars from 82 Hammersmith Depot</i>
<u>Monday 2nd June 1924 LCC and MET</u>	Route extended 30 (Weekdays after morning rush hour) Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-Wembley Hill Road-Sudbury <i>Hammersmith Depot</i>
<u>Monday 9th June 1924 LCC and MET</u>	Route increased 30 (Weekdays after morning rush hour and Bank Holiday) Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-Wembley Hill Road-Sudbury <i>Hammersmith Depot</i>
<u>Saturday 1st November 1924 LCC</u>	Route increased 30 (Weekdays and Bank Holiday) Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-Wembley Hill Road-Sudbury <i>Hammersmith Depot</i>
<u>Sunday 12th April 1925 LCC</u>	Route increased 30 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-Wembley Hill Road-Sudbury <i>Hammersmith Depot</i>
<u>Saturday 31st October 1925 LCC and MET</u> Wembley exhibition finally closed	Route truncated 30 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-Craven Park <i>Hammersmith Depot</i>
<u>Saturday 17th July 1926 LCC and MET</u>	Route extended 30 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-Craven Park-(Saturday afternoons and Sunday) Wembley-Sudbury <i>Hammersmith Depot</i>
<u>Sunday 24th October 1926 LCC</u>	Route truncated 30 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-Craven Park <i>Hammersmith Depot</i>
<u>Saturday 21st May 1927 LCC</u>	Route extended 30 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-Craven Park-(Saturday afternoons and Sunday) Wembley-Sudbury <i>Hammersmith Depot</i>
<u>Saturday 10th December 1927 LCC</u>	Route increased 30 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-Craven Park-(Thursday evenings, Saturday afternoons and Sunday) Wembley-(Saturday afternoons and Sunday) Sudbury <i>Hammersmith Depot</i>
<u>Thursday 26th April 1928 LCC</u>	Route truncated 30 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-(Weekdays rush hours) Craven Park <i>Hammersmith Depot</i>
<u>Thursday 6th June 1929 LCC</u>	Route extended 30 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-(Weekdays rush hours) Craven Park-(pm rush hours)-Wembley Church <i>Hammersmith Depot</i>
<u>Thursday 24th October 1929 LCC</u>	Route increased 30 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-(Weekdays rush hours) Craven Park-Wembley Church <i>Hammersmith Depot</i>
<u>Thursday 5th May 1932 LCC and MET</u>	Route increased 30 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-(Weekdays) Craven Park-(Weekdays rush hours) Wembley Church <i>Hammersmith Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 30 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane)-(Weekdays) Craven Park-(Weekdays rush hours) Wembley Church <i>Hammersmith Depot</i>

<u>Thursday 7th December 1933</u>	Route extended 30 West Croydon-Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Hammersmith and Thornton Heath Depot</i>
Sunday 12th September 1937 Trolleybus conversion	Route replaced by 630 trolleybus 30 West Croydon-Tooting Junction -Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Hammersmith and Thornton Heath Depot</i>

Route MET 30	
<u>Wednesday 6th December 1905 MET and MCC</u> Turnpike Lane-Hornsey-Alexandra Palace West opened (MCC line)	New route (MET 30) Turnpike Lane-Muswell Hill-(when Alexandra Park open) Alexandra Palace West <i>4 E class cars from Wood Green Depot</i>
<u>Wednesday 8th April 1908 MET</u>	Route withdrawn (MET 30) Turnpike Lane-Muswell Hill-(when Alexandra Park open) Alexandra Palace West <i>4 E class cars from Wood Green Depot</i>
<u>Friday 1st May 1908 MET</u>	Route reinstated (MET 30) Turnpike Lane-Muswell Hill-(when Alexandra Park open) Alexandra Palace West <i>4 E class cars from Wood Green Depot</i>
<u>Saturday 11th December 1909 MET</u>	Route extended (MET 30) Wood Green-Turnpike Lane-Muswell Hill-(when Alexandra Park open) Alexandra Palace West <i>6 E class cars from Wood Green Depot</i>
<u>By July 1913 MET</u>	Route increased (MET 30) Wood Green-Turnpike Lane-Muswell Hill-(afternoons and evenings) Alexandra Palace West <i>6 E class cars from Wood Green Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 30 Wood Green-Turnpike Lane-Muswell Hill-(afternoons and evenings) Alexandra Palace West <i>6 E class cars from Wood Green Depot</i>
<u>Tuesday 4th August 1914 MET</u> Outbreak of World War Routes to Alexandra Palace closed	Route truncated (MET) 30 Wood Green-Turnpike Lane-Muswell Hill <i>4 E class cars from Wood Green Depot</i>
<u>Monday 17th August 1914 MET</u> Routes to Alexandra Palace reopened	Route restored (MET) 30 Wood Green-Turnpike Lane-Muswell Hill-(afternoons and evenings) Alexandra Palace West <i>6 E class cars from Wood Green Depot</i>
<u>Friday 11th September 1914 MET</u> Routes to Alexandra Palace re-closed	Route withdrawn (MET) 30 Wood Green-Turnpike Lane-Muswell Hill-(afternoons and evenings) Alexandra Palace West <i>6 E class cars from Wood Green Depot</i>
<u>Tuesday 30th March 1920 MET</u> Routes to Alexandra Palace reopened	Route reinstated (MET) 30 Wood Green-Turnpike Lane-Muswell Hill-(afternoons and evenings) Alexandra Palace West <i>5 E class cars from Wood Green Depot</i>
<u>Wednesday 4th October 1922 MET</u>	Route withdrawn (MET) 30 Wood Green-Turnpike Lane-Muswell Hill-(afternoons and evenings) Alexandra Palace West <i>5 E class cars from Wood Green Depot</i>
<u>Wednesday 2nd May 1923 MET</u>	Route reinstated (MET) 30 Wood Green-Turnpike Lane-Muswell Hill-(afternoons and evenings) Alexandra Palace West <i>5 E class cars from Wood Green Depot</i>
<u>Wednesday 23rd April 1924 MET</u>	Route (MET) 30 renumbered (MET) 34 (MET) 30 Wood Green-Turnpike Lane-Muswell Hill-(afternoons and evenings) Alexandra Palace West <i>5 E class cars from Wood Green Depot</i>

Route 31	
<u>Thursday 1st August 1912 LCC and MET</u> Through running between LCC and (MET) introduced Through running routes (29) and (31) introduced	New route (31) Euston Road-Finsbury Park-Wood Green-Palmers Green (Weekdays) <i>Holloway and Wood Green Depots</i>

<u>From Tuesday 15th October 1912 LCC and MET</u> Number stencils gradually fitted to electric cars	Route numbered 31 Euston Road-Finsbury Park-Wood Green-Palmers Green (Weekdays) <i>Holloway and Wood Green Depots</i>
<u>by Wednesday 1st February 1913 LCC and MET</u>	Route increased 31 Euston Road-Finsbury Park-Wood Green-Palmers Green <i>Holloway and Wood Green Depots</i>
<u>Wednesday 7th October 1914 LCC and MET</u>	Route reduced 31 Euston Road-Finsbury Park-Wood Green-Palmers Green (not between rush hours Weekdays) <i>Holloway and Wood Green Depots</i>
<u>Sunday 25th July 1915 LCC and MET</u>	Route increased 31 Euston Road-Finsbury Park-Wood Green-Palmers Green <i>Holloway and Wood Green Depots</i>
<u>Monday 1st May 1916 LCC and MET</u>	Route reduced 31 Euston Road-Finsbury Park-Wood Green-Palmers Green (rush hours only) <i>Holloway and Wood Green Depots</i>
<u>by May 1919 LCC and MET</u>	Route increased 31 Euston Road-Finsbury Park-Wood Green-Palmers Green (Weekdays) <i>Holloway and Wood Green Depots</i>
<u>Wednesday 26th November 1919 LCC and MET</u>	Route increased 31 Euston Road-Finsbury Park-Wood Green-Palmers Green <i>Wood Green Depot</i>
<u>Wednesday 2nd June 1920 LCC and MET</u>	Route allocation revised 31 Euston Road-Finsbury Park-Wood Green-Palmers Green <i>Holloway Depot</i>
<u>Wednesday 9th February 1921 LCC and MET</u>	Route allocation revised 31 Euston Road-Finsbury Park-Wood Green-Palmers Green <i>Wood Green Depot</i>
<u>Wednesday 24th May 1922 LCC and MET</u>	Route extended 31 Euston Road-Finsbury Park-Wood Green-Palmers Green-Winchmore Hill <i>Wood Green Depot</i>
<u>Wednesday 14th February 1923 LCC and MET</u>	Route increased 31 Euston Road-Finsbury Park-Wood Green-Palmers Green-Winchmore Hill <i>Wood Green Depot</i>
<u>Monday 14th May 1923 LCC and MET</u>	Route withdrawn 31 Euston Road-Finsbury Park-Wood Green-Palmers Green-Winchmore Hill <i>Wood Green Depot</i>
<u>Thursday 15th January 1931 LCC</u> Kingsway Subway reopened for double deck electric cars	New route 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth-(Saturday afternoons and evenings) Tooting Junction (Sunday Leyton Station LMS-Westminster <i>Hackney and Wandsworth Depots</i>
<u>Sunday 19th April 1931 LCC</u>	Route increased 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth-(Saturday afternoons and evenings) Tooting Junction (Sunday Leyton (Baker's Arms)-Tooting Junction) <i>Hackney and Wandsworth Depots</i>
<u>Sunday 4th October 1931 LCC</u>	Route reduced 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth-(Summer Sunday) Tooting Junction (Winter Sunday Leyton (Baker's Arms)-Wandsworth) <i>Hackney and Wandsworth Depots</i>
<u>Sunday 4th June 1933 LCC</u>	Route increased 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth (Sunday Leyton (Baker's Arms)-Wandsworth and Sunday afternoons Leyton (Baker's Arms)-Wandsworth-Tooting Junction) <i>Hackney and Wandsworth Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth (Sunday Leyton (Baker's Arms)-Wandsworth and Sunday afternoons Leyton (Baker's Arms)-Wandsworth-Tooting Junction) <i>Hackney and Wandsworth Depots</i>
<u>Sunday 8th October 1933</u>	Route reduced 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth (Sunday) Leyton (Baker's Arms)-Wandsworth <i>Hackney and Wandsworth Depots</i>
<u>Sunday 20th May 1934</u>	Route extended 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth (Sunday Leyton (Baker's Arms)-Wandsworth and Sunday afternoons Leyton (Baker's Arms)-Wandsworth-Tooting Junction) <i>Hackney and Wandsworth Depots</i>

<u>Wednesday 3rd October 1934</u>	Route reduced 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth (Sunday Leyton (Baker's Arms)-Wandsworth) <i>Hackney and Wandsworth Depots</i>
<u>Sunday 2nd June 1935</u>	Route extended 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth (Sunday Leyton (Baker's Arms)-Wandsworth and Sunday afternoons and evenings Leyton (Baker's Arms)-Wandsworth-Tooting Junction) <i>Hackney and Wandsworth Depots</i>
<u>Sunday 27th October 1935</u>	Route reduced 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth (Sunday Leyton (Baker's Arms)-Wandsworth) <i>Hackney and Wandsworth Depots</i>
<u>Sunday 14th June 1936</u>	Route extended 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth (Sunday Leyton (Baker's Arms)-Wandsworth and Sunday afternoons and evenings Leyton (Baker's Arms)-Wandsworth-Tooting Junction) <i>Hackney and Wandsworth Depots</i>
<u>Sunday 18th October 1936</u>	Route reduced 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth (Sunday Leyton (Baker's Arms)-Wandsworth) <i>Hackney and Wandsworth Depots</i>
Sunday 30th May 1937	Route extended 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth (Sunday Leyton (Baker's Arms)-Wandsworth and Sunday afternoons and evenings Leyton (Baker's Arms)-Wandsworth-Tooting Junction) <i>Hackney and Wandsworth Depots</i>
Sunday 12th September 1937 Trolleybus conversion	Route reduced 31 Hackney Station-Shoreditch-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth (Sunday Leyton (Baker's Arms)-Wandsworth) <i>Hackney and Wandsworth Depots</i>
Sunday 10th December 1939 Trolleybus conversion	Route reduced 31 Islington-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth <i>Holloway Depot</i>
Wednesday 29th October 1941	Route increased 31 Archway (Sunday)-Islington-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth <i>Holloway Depot</i>
Wednesday 26th August 1942	Route reduced 31 Bloomsbury-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth <i>Holloway Depot</i>
Sunday 6th February 1943	Route reduced 31 Bloomsbury-Kingsway Subway (Weekdays, not Saturday afternoon or evening)-Westminster Bridge-Battersea-Wandsworth <i>Holloway Depot</i>
Wednesday 21st April 1943	Route increased 31 Bloomsbury-Kingsway Subway (Weekdays)-Westminster Bridge-Battersea-Wandsworth <i>Holloway Depot</i>
Wednesday 20th October 1943	Route reduced 31 Bloomsbury-Kingsway Subway (Monday-Friday peak hours and Saturday afternoons and evenings)-Westminster Bridge-Battersea-Wandsworth <i>Holloway Depot</i>
Wednesday 12th November 1947	Route increased 31 Islington Green-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth <i>Wandsworth and Holloway Depots</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 31 Islington Green-Kingsway Subway-Westminster Bridge-Battersea-Wandsworth <i>Wandsworth and Holloway Depots</i>
Wednesday 10th November 1948	Route reduced 31 Islington Green-Kingsway Subway(Weekdays)-Westminster-Battersea-Wandsworth <i>Wandsworth and Holloway (Weekdays)Depots</i>
Saturday 30th September 1950 Stage 1 of Bus conversion Wandsworth Depot converted to bus	Route replaced by 170 bus 31 Islington Green-Kingsway Subway(Weekdays)-Westminster-Battersea-Wandsworth <i>Wandsworth and Holloway (Weekdays)Depots</i>

Route 32	Including horse bus routes over Chelsea and Albert Bridges
-----------------	---

<u>Saturday 24th December 1881 SLT</u> Chelsea Bridge-Lavender Hill opened	New horse route (32H) (Red) Chelsea Bridge-Lavender Hill <i>Battersea (Queen's Road) Depot</i> New horse bus routes (32HB) (Red) Chelsea Bridge-Knightsbridge <i>Battersea (Queen's Road) Depot</i> (32/1HB) (Chocolate) Chelsea Bridge-Victoria Station-(rush times) Westminster <i>Battersea (Queen's Road) Depot</i>
<u>Monday 4th May 1885 SLT</u>	New horse bus route (32/2HB) (Light Blue) Battersea (Princes Head)-Albert Bridge-Oakley Street-King's Road, Chelsea-South Kensington <i>Wandsworth Depot</i>
<u>By May 1895 SLT</u>	Horse bus route withdrawn (32/2HB) (Light Blue) Battersea (Princes Head)-Albert Bridge-Oakley Street-King's Road, Chelsea-South Kensington <i>Wandsworth Depot</i>
<u>Saturday 6th June 1885 SLT</u>	Horse bus routes extended (32HB) (Red) Battersea Park Gates-Chelsea Bridge-Knightsbridge <i>Battersea (Queen's Road) Depot</i> (32/1HB) (Chocolate) Battersea Park Gates-Chelsea Bridge-Victoria Station-(rush times) Westminster <i>Battersea (Queen's Road) Depot</i>
<u>Sunday 2nd July 1899 SLT</u> Horse bus routes sold off	Horse bus routes withdrawn (32HB) (Red) Battersea Park Gates-Chelsea Bridge-Knightsbridge <i>Battersea (Queen's Road) Depot</i> (32/1HB) (Chocolate) Battersea Park Gates-Chelsea Bridge-Victoria Station-(rush times) Westminster <i>Battersea (Queen's Road) Depot</i>
<u>Wednesday 22nd November 1902 LCC</u> South London Tramways Company purchased by LCC	Horse route taken over (32H) (Red) Chelsea Bridge-Lavender Hill <i>Battersea (Queen's Road) Depot</i>
<u>Monday 25th January 1909 LCC</u> Chelsea Bridge-Lavender Hill reopened for electric cars	New route (32) Chelsea Bridge-Lavender Hill <i>4 single deck cars from Wandsworth Depot</i> Horse route withdrawn (32H) Chelsea Bridge-Lavender Hill <i>Battersea (Queen's Road) Depot</i>
<u>Sunday 1st May 1910 LCC</u>	Route extended (32) Chelsea Bridge-Lavender Hill-Clapham Common <i>5 single deck cars from Clapham Depot</i>
<u>Wednesday 5th October 1910 LCC</u>	Route truncated (32) Chelsea Bridge-Lavender Hill <i>4 single deck cars from Clapham Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 32 Chelsea Bridge-Lavender Hill <i>4 single deck cars from Clapham Depot</i>
<u>Thursday 4th August 1921 LCC</u>	Route allocation revised 32 Chelsea Bridge-Lavender Hill <i>4 single deck cars from Wandsworth Depot</i>
<u>Monday 3rd May 1926 LCC</u> Queenstown Road Bridge lowered for double deck cars	Route allocation revised 32 Chelsea Bridge-Lavender Hill <i>Wandsworth Depot</i>
<u>Sunday 6th November 1927 LCC</u>	Route allocation revised 32 Chelsea Bridge-Lavender Hill-Clapham Common <i>Wandsworth Depot</i>
<u>Thursday 5th May 1932 LCC</u>	Route allocation revised 32 Chelsea Bridge-Lavender Hill-Clapham Common <i>Clapham Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 32 Chelsea Bridge-Lavender Hill-Clapham Common <i>Clapham Depot</i>
Wednesday 8th September 1937	Route withdrawn 32 Chelsea Bridge-Lavender Hill-Clapham Common <i>Clapham Depot</i>

Route MET 32	
<u>Saturday 13th May 1898 APET</u> Alexandra Palace Electric Tramway opened	New route (MET 32) Alexandra Palace East-Wood Green (GNR) Station <i>Alexandra Palace Depot</i>

<u>Saturday 30th September 1899 APET</u> Alexandra Palace Electric Tramway closed	Route withdrawn (MET 32) Alexandra Palace East-Wood Green (GNR) Station <i>Alexandra Palace Depot</i>
<u>Wednesday 11th April 1906 MET</u> Public opening of Tottenham (Bruce Grove)- Tottenham High Road and Alexandra Palace East-Wood Green (MCC lines)	New route (MET 32) Tottenham (Bruce Grove)-Wood Green-Alexandra Palace East <i>6 E class cars from Wood Green Depot</i>
<u>After April 1906 MET</u>	Route truncated (MET 32) Wood Green-Wood Green (GNR Station)-(when Park open) Alexandra Palace East <i>4 E class cars from Wood Green Depot</i>
<u>Wednesday 8th April 1908 MET</u>	Route extended (MET 32) Alexandra Palace East (when Park open)-Wood Green (GNR Station)- Wood Green-Turnpike Lane-Muswell Hill-(when Alexandra Park open) Alexandra Palace West <i>10 E class cars from Wood Green Depot</i>
<u>Friday 1st May 1908 MET</u>	Route diverted (MET 32) Alexandra Palace East (when Park open)-Wood Green (GNR Station)- Wood Green-Turnpike Lane-Manor House-Finsbury Park <i>10 E class cars from Wood Green Depot</i>
<u>Saturday 11th December 1909 MET</u>	Route truncated (MET 32) Wood Green-Wood Green (GNR Station)-(when Park open) Alexandra Palace East <i>4 E class cars from Wood Green Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 32 Wood Green-Wood Green (GNR Station)-(when Park open) Alexandra Palace East <i>4 E class cars from Wood Green Depot</i>
<u>Tuesday 4th August 1914 MET</u> Outbreak of World War Routes to Alexandra Palace closed	Route truncated (MET) 32 Wood Green-Wood Green (GNR Station) <i>2 E class cars from Wood Green Depot</i>
<u>Monday 17th August 1914 MET</u> Routes to Alexandra Palace reopened	Route restored (MET) 32 Wood Green-Wood Green (GNR Station)-(when Park open) Alexandra Palace East <i>4 E class cars from Wood Green Depot</i>
<u>Friday 11th September 1914 MET</u> Routes to Alexandra Palace re-closed	Route truncated (MET) 32 Wood Green-Wood Green (GNR Station) <i>2 E class cars from Wood Green Depot</i>
<u>Tuesday 30th March 1920 MET</u> Routes to Alexandra Palace reopened	Route restored (MET) 32 Wood Green-Wood Green (GNR Station)-(when Park open) Alexandra Palace East <i>6 E class cars from Wood Green Depot</i>
<u>Wednesday 4th October 1922 MET</u>	Route extended (MET) 32 Alexandra Palace East (when Park open)-Wood Green (GNR Station)- Wood Green-Turnpike Lane-Muswell Hill-(when Alexandra Park open) Alexandra Palace West (Thursday, Saturday and Sunday evenings) <i>6 E class cars from Wood Green Depot</i>
<u>Wednesday 2nd May 1923 MET</u>	Route truncated (MET) 32 Wood Green-Wood Green (LNER Station)-(when Park open) Alexandra Palace East <i>6 E class cars from Wood Green Depot</i>
<u>1927 MET</u>	(MET) 32 and (MET) 34 routes combined for North London Exhibition at Alexandra Palace
<u>1928 MET</u>	(MET) 32 and (MET) 34 routes combined for North London Exhibition at Alexandra Palace
<u>1929 MET</u>	(MET) 32 and (MET) 34 routes combined for North London Exhibition at Alexandra Palace
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (MET) 32 Wood Green-Wood Green (LNER Station)-(when Park open) Alexandra Palace East <i>6 E class cars from Wood Green Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(MET) 32 route renumbered 37 37 Wood Green-Wood Green (LNER Station)-(when Park open) Alexandra Palace East <i>6 E class cars from Wood Green Depot</i>

Route 33	
-----------------	--

<u>Saturday 24th February 1906 LCC</u> Aldwych-Bloomsbury-Angel Islington opened including Kingsway Subway and temporary <i>Aldwych Depot</i> First electric LCC line in North London	New route (33) Angel Islington-Kingsway Subway-Aldwych <i>Aldwych Depot</i>
<u>Friday 16th November 1906 LCC</u> Angel Islington-Highbury Corner reopened for electric cars Aldwych temporary depot cars moved to Cannonbury	Route extended (33) Highbury Corner-Angel Islington-Kingsway Subway-Aldwych <i>Cannonbury Depot</i>
<u>Wednesday 18th December 1907 LCC</u> Track work on Highbury Bridge completed	Route allocation revised (33) Highbury Corner-Angel Islington-Kingsway Subway-Aldwych <i>Holloway Depot</i>
<u>Friday 10th April 1908 LCC</u> Aldwych-Embankment opened	Route extended (33) Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge-Elephant and Castle-Tower Bridge <i>Holloway Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 33 Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge-Elephant and Castle-Tower Bridge <i>Holloway Depot</i>
<u>Sunday 28th October 1913 LCC</u>	Route increased 33 Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge-Elephant and Castle-Tower Bridge <i>Holloway Depot</i>
<u>Friday 6th March 1914 LCC</u>	Route reduced 33 Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge-Elephant and Castle-Tower Bridge <i>Holloway Depot</i>
<u>May 1915 LCC</u>	New route 33(1) Elephant and Castle-Tower Bridge <i>4 single deck cars from Camberwell Depot</i> Route reduced 33 Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge <i>Holloway Depot</i>
<u>Sunday 25th July 1915 LCC</u>	Route withdrawn 33 Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge <i>Holloway Depot</i> Route allocation revised 33(1) Elephant and Castle-Tower Bridge <i>Camberwell Depot</i>
<u>Monday 6th September 1915 LCC</u>	Route withdrawn 33(1) Elephant and Castle-Tower Bridge <i>Camberwell Depot</i>
<u>Monday 14th November 1921 LCC</u>	Route reinstated (renumbered from extra cars on route 35) 33 Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge <i>Holloway Depot</i>
<u>Monday 24th July 1922 LCC</u>	Route extended 33 Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge-County Hall <i>Holloway Depot</i>
<u>Friday 27th June 1924 LCC</u> New crossover installed at St George's Road, Elephant and Castle	Route extended 33 Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge-County Hall-St George's Road-Elephant and Castle <i>Holloway Depot</i>
<u>Sunday 2nd February 1930 LCC</u> Kingsway Subway closed for reconstruction, after morning rush hours Route 33 withdrawn and 35 reintroduced with double deck cars	Route withdrawn 33 Highbury Corner-Angel Islington-Bloomsbury-Kingsway Subway-Westminster Bridge-County Hall-St George's Road-Elephant and Castle <i>Holloway Depot</i>
<u>Thursday 15th January 1931 LCC</u> Kingsway Subway reopened for electric cars	New route 33 (Weekdays rush hours) Highbury Station-Angel Islington-Kingsway Subway-Westminster-Westminster Bridge-Kennington-Brixton, Water Lane-(journeys) Streatham Library <i>Holloway and Norwood Depots</i>
<u>Thursday 14th May 1931 LCC</u>	Route diverted 33 Highbury Station-Angel Islington-Kingsway Subway-Westminster-Westminster Bridge-Kennington-Brixton-West Norwood <i>Holloway and Norwood Depots</i>
<u>Thursday 8th October 1931 LCC</u>	Route extended 33 Manor House-Angel Islington-Kingsway Subway-Westminster-Westminster Bridge-Kennington-Brixton-West Norwood <i>Holloway and Norwood Depots</i>

<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 33 Manor House-Angel Islington-Kingsway Subway-Westminster-Westminster Bridge-Kennington-Brixton-West Norwood <i>Holloway and Norwood Depots</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 33 Manor House-Angel Islington-Kingsway Subway-Westminster-Westminster Bridge-Kennington-Brixton-West Norwood <i>Holloway and Norwood Depots</i>
<u>Saturday 5th April 1952</u> Stage 7 of Bus conversion Holloway and Norwood Depots converted to bus	Route replaced by 171 bus 33 Manor House-Angel Islington-Kingsway Subway-Westminster-Westminster Bridge-Kennington-Brixton-West Norwood <i>Holloway and Norwood Depots</i>

Route 34	Including horse bus route to Tooting
<u>Saturday 19th March 1881 SLT</u> Battersea (Princes Head)-Falcon Lane-Clapham Junction opened	New horse route (34H) (Chocolate) Battersea (Queen's Road)-Battersea (Princes Head)-Falcon Lane-Clapham Junction <i>Battersea (Queen's Road) Depot</i>
<u>Saturday 24th December 1881 SLT</u> Chelsea Bridge-Lavender Hill opened	Horse route extended (34H) (Chocolate) Chelsea Bridge-Battersea (Princes Head)-Falcon Lane-Clapham Junction <i>Battersea (Queen's Road) Depot</i> New horse bus route (34HB) (Green) Clapham Junction-Trinity Road-Tooting <i>Clapham Junction Depot</i>
<u>By May 1895 SLT</u>	Horse bus route withdrawn (34HB) (Green) Clapham Junction-Trinity Road-Tooting <i>Clapham Junction Depot</i>
<u>Wednesday 22nd November 1902 LCC</u> South London Tramways Company purchased by LCC	Horse route taken over (34H) (Chocolate) Chelsea Bridge-Battersea (Princes Head)-Falcon Lane-Clapham Junction <i>Battersea (Queen's Road) Depot</i>
<u>Saturday 13th October 1906 LCC</u> Battersea (Plough Road)-Battersea Park Station and Clapham Junction to Battersea (Princes Head) reopened for electric cars	Horse route withdrawn (34H) Chelsea Bridge-Battersea (Princes Head)-Falcon Lane-Clapham Junction <i>Battersea (Queen's Road) Depot</i>
<u>Thursday 22nd June 1911 LCC</u> Battersea Park Road-Battersea Bridge-Chelsea, King's Road, Chelsea opened	New route (34) Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction <i>Wandsworth Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction <i>Wandsworth Depot</i>
<u>Sunday 13th June 1915 LCC</u>	Route extended 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham <i>Wandsworth Depot</i>
<u>Thursday 22nd July 1915 LCC</u>	Route extended 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-Clapham Common-(rush hours) Kennington-Elephant and Castle-Waterloo Station <i>Clapham Depot</i>
<u>Sunday 25th July 1915 LCC</u>	Route reduced 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-Clapham Common-(not Weekdays late evenings) Kennington-Elephant and Castle-Waterloo Station <i>Clapham Depot</i>
<u>Sunday 5th March 1916 LCC</u>	Route truncated 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham <i>Wandsworth Depot</i>
<u>Sunday 22nd January 1922 LCC</u> New connection opened at Stockwell	Route extended 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Camberwell Green-Elephant and Castle-St George's Church-(Weekdays) Southwark Bridge <i>Clapham Depot</i>
<u>Tuesday 2nd May 1922 LCC</u>	Route allocation revised 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Camberwell Green-Elephant and Castle-St George's Church-(Weekdays) Southwark Bridge <i>Clapham and Wandsworth Depots</i>

<u>Tuesday 14th July 1925 LCC</u> Southwark Bridge extension opened	Route extended 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Camberwell Green-Elephant and Castle-St George's Church-(Weekdays) City and Southwark <i>Clapham and Wandsworth Depots</i>
<u>Thursday 14th May 1931 LCC</u>	Route diverted 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Brixton Water Lane (Sunday Chelsea, King's Road, Chelsea-City and Southwark) <i>Clapham Depot (Camberwell and Clapham Depots on Sunday)</i>
<u>Thursday 4th June 1931 LCC</u>	Route diverted 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Camberwell Green (Sunday Chelsea, King's Road, Chelsea-City and Southwark) <i>Clapham Depot (Camberwell and Clapham Depots on Sunday)</i>
<u>Thursday 28th January 1932 LCC</u>	Route allocation revised 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Camberwell Green (Sunday Chelsea, King's Road, Chelsea-City and Southwark) <i>Camberwell and Clapham Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Camberwell Green (Sunday Chelsea, King's Road, Chelsea-City and Southwark) <i>Camberwell and Clapham Depots</i>
<u>Wednesday 1st November 1933</u>	Route diverted 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Camberwell Green- Blackfriars, John Carpenter Street <i>Camberwell and Clapham Depots</i>
Wednesday 8th September 1937	Route increased 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Camberwell Green- Blackfriars, John Carpenter Street <i>Camberwell and Clapham Depots</i>
Sunday 10th December 1939	Allocation changed 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Camberwell Green- Blackfriars, John Carpenter Street <i>Clapham Depot</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Camberwell Green- Blackfriars, John Carpenter Street <i>Clapham Depot</i>
<u>Wednesday 8th June 1949</u>	Route allocation changed 34 Chelsea, King's Road, Chelsea-Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Camberwell Green- Blackfriars, John Carpenter Street <i>Camberwell Depot</i>
<u>Thursday 23rd March 1950</u> Battersea Bridge closed; ship collision	Route reduced 34 Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Camberwell Green- Blackfriars, John Carpenter Street <i>Camberwell Depot</i>
<u>Saturday 30th September 1950</u> Stage I of Bus conversion Wandsworth Depot converted to bus	Route replaced by 45 bus 34 Battersea Bridge-Battersea-Clapham Junction-"Plough" Clapham-Stockwell-Brixton-Camberwell Green- Blackfriars, John Carpenter Street <i>Camberwell Depot</i>

Route MET 34	
<u>Wednesday 28th November 1906 MET</u> Green Lanes, Wood Green-Bounds Green Road (Ranelagh) / Bowes Park opened (MCC line)	New route (MET 34) Wood Green-Bounds Green Road (Ranelagh) / Bowes Park <i>5 E class cars from Wood Green Depot</i>
<u>Saturday 11th May 1907 MET</u> Public opening of Bounds Green Road (Ranelagh) / Bowes Park-New Southgate (MCC line)	Route extended (MET 34) Wood Green-New Southgate <i>6 E class cars from Wood Green Depot</i>
<u>Wednesday 8th April 1908 MET</u>	Route extended (MET 34) Finsbury Park-Wood Green-New Southgate <i>Wood Green Depot</i>

<u>Thursday 8th April 1909 MET</u> New Southgate-North Finchley opened (MCC line)	Route extended (MET 34) Finsbury Park-Wood Green-North Finchley (Woodhouse Road) <i>Wood Green Depot</i>
<u>Monday 21st February 1910 MET</u>	Route extended (MET 34) Finsbury Park-Wood Green-North Finchley (Tally Ho) <i>Wood Green Depot</i>
<u>Sunday 23rd November 1913 MET</u> Through running extended	Route reduced (MET 34) Finsbury Park-Wood Green-North Finchley (Tally Ho) truncated to North Finchley (Woodhouse Road), and halved in frequency <i>Wood Green Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 34 Finsbury Park-Wood Green-North Finchley (Woodhouse Road) <i>Wood Green Depot</i>
<u>Saturday 3rd March 1917 MET</u>	Route increased (MET) 34 Finsbury Park-Wood Green-North Finchley (Tally Ho) (Weekdays) <i>Wood Green Depot</i>
<u>December 1919 MET</u>	Route truncated (MET) 34 Finsbury Park-Wood Green-North Finchley (Woodhouse Road) (Weekdays) <i>Wood Green Depot</i>
<u>Tuesday 20th May 1923 LCC and MET</u> Through running route 21 fully restored	Route withdrawn (MET) 34 Finsbury Park-Wood Green-North Finchley (Woodhouse Road) (Weekdays) <i>Wood Green Depot</i>
<u>Wednesday 23rd April 1924 MET</u>	Route (MET) 30 renumbered (MET) 34 (MET) 34 Wood Green-Turnpike Lane-Muswell Hill-(afternoons and evenings) Alexandra Palace West <i>5 E class cars from Wood Green Depot</i>
<u>Saturday 22nd May 1926 MET</u>	Route extended (MET) 34 Tottenham (Bruce Grove)-Wood Green-Turnpike Lane-Muswell Hill-(afternoons and evenings) Alexandra Palace West <i>8 E class cars from Wood Green Depot</i>
<u>Wednesday 6th October 1926 MET</u>	Route divided (MET) 34(1) Turnpike Lane-Muswell Hill-(afternoons and evenings) Alexandra Palace West <i>6 E class cars from Wood Green Depot</i> (MET) 34(2) Tottenham (Bruce Grove)-Wood Green-Turnpike Lane-Muswell Hill <i>Wood Green Depot</i>
<u>Wednesday 5th October 1927 MET</u>	Route reduced (MET) 34(1) Turnpike Lane-Muswell Hill-(afternoons and Sunday evenings) Alexandra Palace West <i>5 E class cars from Wood Green Depot</i>
<u>1927 MET</u>	(MET) 32 and (MET) 34 routes combined for North London Exhibition at Alexandra Palace
<u>Thursday 3rd May 1928 MET</u>	Route increased (MET) 34(1) Turnpike Lane-Muswell Hill-Alexandra Palace West (afternoons) <i>5 E class cars from Wood Green Depot</i>
<u>1928 MET</u>	(MET) 32 and (MET) 34 routes combined for North London Exhibition at Alexandra Palace
<u>1929 MET</u>	(MET) 32 and (MET) 34 routes combined for North London Exhibition at Alexandra Palace
<u>Wednesday 6th May 1931 MET</u>	Route increased (MET) 34(1) Turnpike Lane-Muswell Hill-Alexandra Palace West <i>5 E class cars from Wood Green Depot</i>
<u>Wednesday 4th November 1931 MET</u>	Route reduced (MET) 34(1) Turnpike Lane-Muswell Hill-Alexandra Palace West (afternoons) <i>5 E class cars from Wood Green Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 (MET) 34(1) Turnpike Lane-Muswell Hill-Alexandra Palace West (afternoons) <i>5 E class cars from Wood Green Depot</i> (MET) 34(2) Tottenham (Bruce Grove)-Wood Green-Turnpike Lane-Muswell Hill <i>Wood Green Depot</i>
<u>Wednesday 28th February 1934</u>	New route (MET) 34(3) (Monday-Friday mornings special journeys) Palmers Green-Wood Green-Finsbury Park <i>Wood Green Depot</i>

Wednesday 3rd October 1934 LPTB renumbered many duplicated routes	(MET) 34 route renumbered 39 39(1) Turnpike Lane-Muswell Hill-Alexandra Palace West (afternoons) <i>5 E class cars from Wood Green Depot</i> 39(2) Tottenham (Bruce Grove)-Wood Green-Turnpike Lane-Muswell Hill <i>Wood Green Depot</i> 39(3) (Monday-Friday mornings special journeys) Palmers Green-Wood Green-Finsbury Park <i>Wood Green Depot</i>
---	---

Route 35/35A	
Thursday 28th November 1907 LCC Highbury Bridge-Highgate Archway reopened for electric cars	New route (NIGHT 35) Highgate Archway-Angel Islington-Bloomsbury <i>Holloway Depot</i>
Friday 10th April 1908 LCC Aldwych-Embankment opened	New route (35) Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge-Kennington Road-Kennington Gate <i>Holloway Depot</i>
Thursday 28th January 1909 LCC	Route diverted (35) Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge-Vauxhall-Nine Elms Lane-Lavender Hill <i>Holloway Depot</i>
Saturday 31st July 1909 LCC Angel Islington-Essex Road-St Paul's Road, Dalston (Balls Pond Road) reopened for electric cars	Route extended (35) St Paul's Road, Dalston-Angel Islington-Kingsway Subway-Westminster Bridge-Vauxhall-Nine Elms Lane-Lavender Hill <i>Holloway Depot</i>
Thursday 2nd December 1909 LCC	New route (35A) Bloomsbury-Kingsway Subway-Blackfriars Bridge-Southwark Street-Hop Exchange <i>Holloway Depot</i>
Saturday 22nd January 1910 LCC	Route withdrawn (35A) Bloomsbury-Kingsway Subway-Blackfriars Bridge-Southwark Street-Hop Exchange <i>Holloway Depot</i>
Sunday 1st May 1910 LCC	Route truncated (35) St Paul's Road, Dalston-Angel Islington-Kingsway Subway-Westminster Bridge-Vauxhall <i>Holloway Depot</i>
Monday 17th June 1912 LCC	Route extended (35) St Paul's Road, Dalston (Sunday)-Angel Islington-Kingsway Subway-Westminster Bridge-Vauxhall-Battersea Park Station-Clapham Junction <i>Holloway Depot</i>
From Tuesday 15th October 1912 LCC Number stencils gradually fitted to electric cars	Route numbered 35 St Paul's Road, Dalston (Sunday)-Angel Islington-Kingsway Subway-Westminster Bridge-Vauxhall-Battersea Park Station-Clapham Junction <i>Holloway Depot</i>
Sunday 28th October 1913 LCC	Route withdrawn 35 St Paul's Road, Dalston (Sunday)-Angel Islington-Kingsway Subway-Westminster Bridge-Vauxhall-Battersea Park Station-Clapham Junction <i>Holloway Depot</i>
Friday 6th March 1914 LCC Balls Pond Road (eastern part) reopened for electric cars	Route reintroduced 35 Angel Islington-Kingsway Subway-Westminster Bridge (Weekdays and Sunday evenings) <i>Holloway Depot</i>
Sunday 25th July 1915 LCC	Route extended 35 Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge <i>Holloway Depot</i>
Monday 24th October 1921 LCC	Route extended 35 Highgate Archway-Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge <i>Holloway Depot</i>
Monday 14th November 1921 LCC	Route reduced 35 Highgate Archway-Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge <i>Holloway Depot</i>
Monday 24th July 1922 LCC	Route extended 35 Highgate Archway-Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge-County Hall <i>Holloway Depot</i>

<u>Friday 27th June 1924 LCC</u> New crossover installed at St George's Road, Elephant and Castle	Route extended 35 Highgate Archway-Highbury Corner-Angel Islington-Kingsway Subway-Westminster Bridge-County Hall-St George's Road-Elephant and Castle <i>Holloway Depot</i>
<u>Thursday 16th January 1930 LCC</u> Route suspended to allow 13 single deck cars to be reconstructed	Route withdrawn 35 Highgate Archway-Highbury Corner-Angel Islington-Bloomsbury-Kingsway Subway-Westminster Bridge-County Hall-St George's Road-Elephant and Castle <i>Holloway Depot</i>
<u>Sunday 2nd February 1930 LCC</u> Kingsway Subway closed for reconstruction, after morning rush hours Route 33 withdrawn and 35 reintroduced with double deck cars	Route reinstated 35 Highgate Archway-Highbury Corner-Angel Islington-Bloomsbury <i>Holloway Depot</i>
<u>Thursday 15th January 1931 LCC</u> Kingsway Subway reopened for electric cars	Route extended 35 Highgate Archway-Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross <i>Camberwell and Holloway Depots</i>
<u>Thursday 14th May 1931 LCC</u>	Route extended 35 Highgate Archway-Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Brockley Rise <i>Camberwell and Holloway Depots</i>
<u>Sunday 30th August 1931 LCC</u>	Route extended 35 Highgate Archway-Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Brockley Rise-(Sunday) Catford-Downham Estate, Valeswood Road <i>Camberwell and Holloway Depots</i>
<u>Saturday 10th October 1931 LCC</u>	Route reduced 35 Highgate Archway-Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Brockley Rise-(Saturday evening and Sunday) Catford-Downham Estate, Valeswood Road <i>Camberwell and Holloway Depots</i>
<u>Saturday 5th March 1932 LCC</u>	Route truncated 35 Highgate Archway-Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Brockley Rise <i>Camberwell and Holloway Depots</i>
<u>Thursday 30th June 1932 LCC</u>	Route extended 35 Highgate Archway-Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-Elephant and Castle-Camberwell Green-Peckham-New Cross-Brockley Rise-Forest Hill <i>Camberwell and Holloway Depots</i>
<u>Thursday 1st June 1933 LCC and MET</u>	New route 35A Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-St George's Road-Elephant and Castle (Monday –Friday midday) <i>Worked from Holloway Depot route 35 allocation</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 35 Highgate Archway-Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-Elephant and Castle-Camberwell Green-Peckham-New Cross-Brockley Rise-Forest Hill <i>Camberwell and Holloway Depots</i> 35A Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-St George's Road-Elephant and Castle (Monday –Friday midday) <i>Worked from Holloway Depot route 35 allocation</i> (NIGHT 35) Highgate Archway-Angel Islington-Bloomsbury <i>Holloway Depot</i>
Thursday 7th October 1937	Route extended 35A Holloway Road (Northern Polytechnic school)-Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-St George's Road-Elephant and Castle (Monday –Friday midday) <i>Worked from Holloway Depot route 35 allocation</i>
Sunday 6th March 1938 Trolleybus conversion	Route withdrawn 35A Holloway Road (Northern Polytechnic school)-Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-St George's Road-Elephant and Castle (Monday –Friday midday) <i>Worked from Holloway Depot route 35 allocation</i>
Wednesday 19th June 1946 Night services numbered	Night route numbered (and extended) 35 (NIGHT) Archway-Bloomsbury-(one journey)-Westminster <i>Holloway Depot</i>

<p>Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways</p>	<p>Route at 1st January 1948 35 Highgate Archway-Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-Elephant and Castle-Camberwell Green-Peckham-New Cross-Brockley Rise-Forest Hill <i>Camberwell and Holloway Depots</i></p> <p>Route at 1st January 1948 35 (NIGHT) Archway-Bloomsbury-(one journey)-Westminster <i>Holloway Depot</i></p>
<p>Saturday 6th October 1951 Stage 5 of Bus conversion Camberwell Depot converted to bus</p>	<p>Route allocation changed 35 Highgate Archway-Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-Elephant and Castle-Camberwell Green-Peckham-New Cross-Brockley Rise-Forest Hill <i>Holloway and New Cross Depots</i></p>
<p>Saturday 5th April 1952 Stage 7 of Bus conversion Holloway and Norwood Depots converted to bus</p>	<p>Route replaced by 172 bus 35 Highgate Archway-Highbury Station-Angel Islington-Kingsway Subway-Westminster Bridge-Elephant and Castle-Camberwell Green-Peckham-New Cross-Brockley Rise-Forest Hill <i>Holloway and New Cross Depots</i></p> <p>Route replaced by 292 bus 35 (NIGHT) Archway-Bloomsbury-(one journey)-Westminster <i>Holloway Depot</i></p>

<h2>Route 36</h2>	
<p><u>Tuesday 13th December 1870 PPG</u> Pimlico, Peckham and Greenwich Street Tramway Company started routes New Cross-Greenwich (Blackheath Hill) opened</p>	<p>New horse route (36H) (Chocolate) New Cross-Greenwich (Blackheath Hill) <i>Greenwich Depot</i></p>
<p><u>Mid-December 1870 PPG</u> Severe snowstorm</p>	<p>Horse route temporarily withdrawn (36H) (Chocolate) New Cross-Greenwich (Blackheath Hill) <i>Greenwich Depot</i></p>
<p><u>Saturday 7th January 1871 PPG</u></p>	<p>Horse route reinstated (36H) (Chocolate) New Cross-Greenwich (Blackheath Hill) <i>Greenwich Depot</i></p>
<p><u>Sunday 5th March 1871 PPG</u> Public opening of Greenwich (Blackheath Road)-Greenwich</p>	<p>(36H) (Chocolate) New Cross-East Greenwich (some cars diverted at rush times to Greenwich (Blackheath Hill)) <i>East Greenwich and Greenwich Depots</i></p>
<p><u>Monday 1st May 1871 PPG</u> New Cross-Old Kent Road (Shard Arms) opened</p>	<p>Horse route extended (36H) (Chocolate) Old Kent Road (Shard Arms)-New Cross-East Greenwich (some cars diverted at rush times to Greenwich (Blackheath Hill)) <i>East Greenwich, Greenwich and Old Kent Road (Leo Street) Depots</i></p>
<p><u>Sunday 2nd July 1871 PPG</u> Old Kent Road (Shard Arms)-Bricklayers Arms opened</p>	<p>Horse route extended (36H) (Chocolate) Bricklayers Arms-New Cross-East Greenwich (some cars diverted at rush times to Greenwich (Blackheath Hill)) <i>East Greenwich, Greenwich and Old Kent Road (Leo Street) Depots</i></p>
<p><u>Friday 1st September 1871 PPG</u> Blackfriars Road (Stamford Street)-St George's Circus</p>	<p>New horse route (36/1H) (Chocolate) Blackfriars Bridge-St George's Circus <i>Old Kent Road (Leo Street) Depot</i></p>
<p><u>Wednesday 6th September 1871 PPG</u> St George's Circus-Elephant and Castle-Bricklayers Arms opened</p>	<p>Horse route extended (36H) (Chocolate) Blackfriars Bridge-St George's Circus-Elephant and Castle-Bricklayers Arms-New Cross-East Greenwich (some cars diverted at rush times to Greenwich (Blackheath Hill)) <i>East Greenwich, Greenwich and Old Kent Road (Leo Street) Depots</i></p> <p>Horse route withdrawn (36/1H) (Chocolate) Blackfriars Bridge-St George's Circus <i>Old Kent Road (Leo Street) Depot</i></p>
<p><u>Monday 29th January 1872 PPG</u> Camberwell Green to New Cross opened</p>	<p>Horse route allocation revised (36H) (Chocolate) Blackfriars Bridge-St George's Circus-Elephant and Castle-Bricklayers Arms-New Cross-East Greenwich (some cars diverted at rush times to Greenwich (Blackheath Hill)) <i>Greenwich and Old Kent Road (Leo Street) Depots</i></p>
<p><u>Monday 28th July 1873 LTC</u> Metropolitan Street Tramway Company and Pimlico, Peckham and Greenwich Street Tramway Company sold to the London Tramways Company</p>	<p>Horse routes taken over (36H) (Chocolate) Blackfriars Bridge-St George's Circus-Elephant and Castle-Bricklayers Arms-New Cross-East Greenwich (some cars diverted at rush times to Greenwich (Blackheath Hill)) <i>Greenwich and Old Kent Road (Leo Street) Depots</i></p>
<p><u>Sunday 1st January 1899 LCC and LTC</u> London Tramways Company purchased by LCC</p>	<p>Horse route taken over (36H) (Chocolate) Blackfriars Bridge-St George's Circus-Elephant and Castle-Bricklayers Arms-New Cross-East Greenwich (some cars diverted at rush times to Greenwich (Blackheath Hill)) <i>Greenwich and Old Kent Road (Leo Street) Depots</i></p>

<u>Sunday 12th February 1899 LCC</u>	New night horse route (NIGHT 36H) Blackfriars Bridge-Old Kent Road-New Cross <i>Old Kent Road (Leo Street) Depot</i>
<u>Sunday 17th January 1904 LCC</u> Elephant and Castle to East Greenwich via Old Kent Road reopened for electric cars Greenwich (Blackheath Hill) branch closed	New route (36) Blackfriars Bridge-Elephant and Castle-Old Kent Road-New Cross-East Greenwich Old Kent Road (Bowles Road) and <i>Old Kent Road (Leo Street) Depots</i> Horse route withdrawn (36H) Blackfriars Bridge-St George's Circus-Elephant and Castle-Bricklayers Arms-New Cross-East Greenwich (some cars diverted at rush times to Greenwich (Blackheath Hill)) <i>Old Kent Road (Leo Street) and Peckham (Queen's Road) Depots</i>
<u>Monday 28th March 1904 LCC</u>	New electric night route (NIGHT 36) Blackfriars Bridge-Old Kent Road-New Cross <i>Old Kent Road (Bowles Road) and Old Kent Road (Leo Street) Depots</i> Horse night route withdrawn (NIGHT 36H) Blackfriars Bridge-Old Kent Road-New Cross <i>Old Kent Road (Leo Street) Depot</i>
<u>Tuesday 18th October 1904 LCC</u>	Route extended (NIGHT 36) Blackfriars Bridge-Old Kent Road-New Cross, Marquis of Granby <i>Old Kent Road (Bowles Road) and Old Kent Road (Leo Street) Depots</i>
<u>Monday 15th May 1905 LCC</u>	Route allocations revised (36) Blackfriars Bridge-Elephant and Castle-Old Kent Road-New Cross-East Greenwich <i>New Cross Depot</i> (NIGHT 36) Blackfriars Bridge-Old Kent Road-New Cross, Marquis of Granby <i>New Cross Depot</i>
<u>Monday 18th June 1906 LCC</u> Blackwall Lane-Blackwall Tunnel opened	Route extended (36) Blackfriars Bridge-Elephant and Castle-Old Kent Road-New Cross-Greenwich-Blackwall Tunnel <i>New Cross Depot</i>
<u>Tuesday 14th September 1909 LCC</u> Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Blackfriars Bridge Road and Blackfriars Bridge Road-Southwark Street-Southwark Bridge Road opened	Routes extended (36) Blackwall Tunnel-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street) <i>New Cross Depot</i> (NIGHT 36) New Cross-Old Kent Road-Blackfriars Bridge-Victoria Embankment (John Carpenter Street) <i>New Cross Depot</i>
<u>Monday 3rd July 1911 LCC</u> Routes cut at Greenwich Church to install new junction	New temporary route (36/1) Blackwall Tunnel-Greenwich <i>Central Repair Depot Charlton</i> Route temporarily truncated (36) Greenwich- New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street) <i>New Cross Depot</i>
<u>Thursday 13th July 1911 LCC</u> Routes restored at Greenwich Church	Route restored (36) Blackwall Tunnel-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street) <i>New Cross Depot</i> Temporary route withdrawn (36/1) Blackwall Tunnel-Greenwich <i>Central Repair Depot Charlton</i>
<u>Friday 31st May 1912 LCC</u>	Route extended (36) Blackwall Tunnel-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street) (some cars from Woolwich (Chapel Street)) <i>New Cross Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 36 Blackwall Tunnel-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street) (some cars from Woolwich (Chapel Street)) <i>New Cross Depot</i>
<u>Thursday 9th October 1913 LCC</u>	Route extended (NIGHT 36) New Cross-Old Kent Road-Blackfriars Bridge-Victoria Embankment, Savoy Street <i>New Cross Depot</i>
<u>Saturday 18th April 1914 LCC</u>	Route extended (NIGHT 36) Catford, Rushey Green-Lewisham-New Cross-Old Kent Road-Blackfriars Bridge-Victoria Embankment, Savoy Street <i>New Cross Depot</i>

<u>Sunday 3rd May 1914 LCC</u>	Route truncated 36 Woolwich Road, Blackwall Lane-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street) (some cars from Blackwall Tunnel and from Woolwich Ferry Weekdays evenings and Saturday afternoons and evenings) New Bridge Street-Blackwall Lane (Sunday) <i>New Cross Depot</i>
<u>Saturday 17th October 1914 LCC</u>	Route truncated (NIGHT 36) New Cross, Marquis of Granby-Old Kent Road-Blackfriars Bridge-Victoria Embankment, Savoy Street <i>New Cross Depot</i>
<u>by December 1914 LCC</u>	Route truncated 36 Greenwich Church-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street) (some cars from Blackwall Tunnel and from Plumstead, Wickham Lane Weekdays rush hours and Sunday afternoons) <i>New Cross Depot</i>
<u>by January 1916 LCC</u>	Route truncated 36 New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-(John Carpenter Street) (some cars from Blackwall Tunnel and from Plumstead, Wickham Lane Weekdays rush hours and Sunday afternoons) <i>New Cross Depot</i>
<u>Tuesday 12th May 1918 LCC</u>	Route extended 36 New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-(John Carpenter Street) (some cars from Blackwall Tunnel and from Plumstead, Wickham Lane Weekdays rush hours and from Abbey Wood Sunday afternoons and evenings) <i>New Cross Depot</i>
<u>early 1920 LCC</u>	Route reduced 36 New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-(John Carpenter Street) (some cars from Blackwall Tunnel and from Plumstead, Wickham Lane Weekdays rush hours and from Abbey Wood Sunday evenings) <i>New Cross Depot</i>
<u>Monday 19th April 1920 LCC</u>	New route 36EX (Easter, Whitsun and August Bank Holiday Sunday and Monday) Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Waterloo Bridge <i>cars from Abbey Wood and New Cross Depots 36 allocation</i> Route increased 36 Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street) (some cars from Blackwall Tunnel) <i>Abbey Wood and New Cross Depots</i>
<u>Monday 17th January 1921 LCC</u>	Route operation revised 36 Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (worked with route 38) (some cars from Blackwall Tunnel) <i>Abbey Wood and New Cross Depots</i>
<u>Monday 20th November 1922 LCC</u>	Route extended (NIGHT 36) Catford, Rushey Green-Lewisham-New Cross-Old Kent Road-Blackfriars Bridge-Victoria Embankment, Savoy Street <i>New Cross Depot</i>
<u>Monday 12th November 1923 LCC</u> Changing of route numbers on cars on Victoria Embankment loop discontinued	Route operation revised 36 Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Abbey Wood (some cars from Blackwall Tunnel) (worked with route 38) <i>Abbey Wood and New Cross Depots</i>
<u>Sunday 29th April 1928 LCC</u>	Route extended (NIGHT 36) Downham, Bromley Road-Catford-Lewisham-New Cross-Old Kent Road-Blackfriars Bridge-Victoria Embankment, Savoy Street <i>New Cross Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 36 Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Abbey Wood (some cars from Blackwall Tunnel) (worked with route 38) <i>Abbey Wood and New Cross Depots</i> 36EX (Easter, Whitsun and August Bank Holiday Sunday and Monday) Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Waterloo Bridge <i>cars from Abbey Wood and New Cross Depots 36 allocation</i> (NIGHT 36) Downham, Bromley Road-Catford-Lewisham-New Cross-Old Kent Road-Blackfriars Bridge-Victoria Embankment, Savoy Street <i>New Cross Depot</i>

Wednesday 20th September 1944 New curve at Woolwich opened (built on Sunday 27th August 1944)	Weekday early morning cars on routes 36, 38, 40, 44 and 46 westbound only
Wednesday 19th June 1946 Night services numbered	Route (NIGHT 36) replaced by night route 5 (and shortened) 5 Downham-Old Kent Road-Blackfriars <i>New Cross Depot</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 36 Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Abbey Wood (some cars from Blackwall Tunnel) (worked with route 38) <i>Abbey Wood and New Cross Depots</i> Route at 1st January 1948 36EX (Easter, Whitsun and August Bank Holiday Sunday and Monday) Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Waterloo Bridge <i>cars from Abbey Wood and New Cross Depots 36 allocation</i>
Saturday 6th October 1951 Stage 5 of Bus conversion Camberwell Depot converted to bus	Route withdrawn 36EX (Easter, Whitsun and August Bank Holiday Sunday and Monday) Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Waterloo Bridge <i>cars from Abbey Wood and New Cross Depots 36 allocation</i>
Saturday 5th July 1952 Stage 8 of Bus conversion Abbey Wood and New Cross Depots converted to bus	Route replaced by 177 bus 36 Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Abbey Wood (some cars from Blackwall Tunnel) (worked with route 38) <i>Abbey Wood and New Cross Depots</i>

Route MET 36	
Wednesday 7th June 1905 MET Archway-North Finchley-Whetstone opened (MCC line)	New routes (MET 36) Archway Road Boundary-North Finchley (Tally Ho) <i>Finchley Depot</i>
Friday 22nd December 1905 LCC and MET LCC owned Highgate Archway to Archway Road Boundary opened for (MET) routes	Route extended (MET 36) Archway-North Finchley (Tally Ho) <i>Finchley Depot</i>
July 1913 MET	Route numbered (MET) 36 Archway-North Finchley (Tally Ho) <i>Finchley Depot</i>
Thursday 24th September 1914 LCC and MET Plough shift installed at Archway Road, through running extended	Route withdrawn (MET) 36 Archway-North Finchley (Tally Ho) <i>Finchley Depot</i>

Route 37	
By May 1895 NMET	New horse route (37H) (Yellow) Aldersgate-Newington Green-Manor House <i>Green Lanes Depot</i>
Wednesday 24th June 1896 LCC, LST and NMET North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (37H) (Yellow) Aldersgate-Newington Green-Manor House <i>Green Lanes Depot</i>
Sunday 1st April 1906 LCC and NMET North Metropolitan Tramways Company lease terminated	Horse route taken over (37H) (Yellow) Aldersgate-Newington Green-Manor House <i>Green Lanes Depot</i>
Saturday 31st July 1909 LCC Angel Islington-Essex Road-St Paul's Road, Dalston (Balls Pond Road) reopened for electric cars	New route (37) Aldersgate-Goswell Road-Angel Islington-St Paul's Road, Dalston <i>Hackney Depot</i> Horse route withdrawn (37H) Aldersgate-Newington Green-Manor House <i>Green Lanes Depot</i>
Sunday 12th November 1911 LCC	Route reduced (37) Aldersgate-Goswell Road-Angel Islington-St Paul's Road, Dalston (Weekdays) <i>Hackney Depot</i>
From Tuesday 15th October 1912 LCC Number stencils gradually fitted to electric cars	Route numbered 37 Aldersgate-Goswell Road-Angel Islington-St Paul's Road, Dalston (Weekdays) <i>Hackney Depot</i>

<u>Tuesday 26th November 1912 LCC</u> Balls Pond Road-Southgate Road-New North Road and Balls Pond Road connection reopened for electric cars	Route diverted 37 Aldersgate-Goswell Road-Angel Islington-Newington Green-Manor House <i>Hackney Depot</i>
<u>Thursday 9th April 1914 LCC</u>	Route reduced 37 Aldersgate-Goswell Road-Angel Islington-Newington Green-Manor House (Weekdays rush hours) <i>Hackney Depot</i>
<u>Wednesday 2nd June 1920 LCC</u>	Route allocation revised 37 Aldersgate-Goswell Road-Angel Islington-Newington Green-Manor House (Weekdays rush hours) <i>Holloway Depot</i>
<u>Thursday 8th October 1931 LCC</u>	Route withdrawn 37 Aldersgate-Goswell Road-Angel Islington-Newington Green-Manor House (Weekdays rush hours) <i>Holloway Depot</i>

Route LT 37	
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(MET) 32 route renumbered 37 37 Wood Green-Wood Green (LNER Station)-(when Park open) Alexandra Palace East <i>E class cars from Wood Green Depot</i>
<u>Sunday 17th November 1935</u>	Route reduced 37 (Weekdays) Wood Green-Wood Green (LNER Station)-(when Park open) Alexandra Palace East <i>E class cars from Wood Green Depot</i>
<u>Sunday 3rd May 1936</u>	Route increased 37 (Weekdays and Sunday afternoons and evenings) Wood Green-Wood Green (LNER Station)-(when Park open) Alexandra Palace East <i>E class cars from Wood Green Depot</i>
<u>Sunday 13th December 1936</u>	Route reduced 37 (Weekdays) Wood Green-Wood Green (LNER Station)-(when Park open) Alexandra Palace East <i>E class cars from Wood Green Depot</i>
<u>Sunday 4th April 1937</u>	Route increased 37 (Weekdays and Sunday afternoons and evenings) Wood Green-Wood Green (LNER Station)-(when Park open) Alexandra Palace East <i>E class cars from Wood Green Depot</i>
<u>Sunday 31st October 1937</u>	Route reduced 37 (Weekdays) Wood Green-Wood Green (LNER Station)-(when Park open) Alexandra Palace East <i>E class cars from Wood Green Depot</i>
<u>Wednesday 23rd February 1938</u> Bus conversion	Route replaced by bus 37 (Weekdays) Wood Green-Wood Green (LNER Station)-(when Park open) Alexandra Palace East <i>E class cars from Wood Green Depot</i>

Route 38	
<u>Monday 25th September 1871 PPG</u> Westminster Bridge Road (Hercules Buildings)-St George's Circus opened	New horse route (38H) (Blue / White) Westminster Bridge-St George's Circus-Elephant and Castle-Bricklayers Arms-New Cross-East Greenwich <i>East Greenwich and Old Kent Road (Bowles Road) Depots</i>
<u>Monday 29th January 1872 PPG</u> Camberwell Green to New Cross opened	Horse route allocations revised (38H) (Blue / White) Westminster Bridge-St George's Circus-Elephant and Castle-Bricklayers Arms-New Cross-East Greenwich <i>East Greenwich Depot</i>
<u>Monday 28th July 1873 LTC</u> Metropolitan Street Tramway Company and Pimlico, Peckham and Greenwich Street Tramway Company sold to the London Tramways Company	Horse route taken over (38H) (Blue / White) Westminster Bridge-St George's Circus-Elephant and Castle-Bricklayers Arms-New Cross-East Greenwich <i>East Greenwich Depot</i>
<u>Sunday 1st January 1899 LCC and LTC</u> London Tramways Company purchased by LCC	Horse route taken over (38H) (Blue / White) Westminster Bridge-St George's Circus-Elephant and Castle-Bricklayers Arms-New Cross-East Greenwich <i>East Greenwich Depot</i>
<u>June 1903 LCC</u> Westminster Bridge Road to St George's Circus closed for reconstruction	Horse routes truncated (38H) St George's Circus-Elephant and Castle-Bricklayers Arms-New Cross-East Greenwich <i>East Greenwich Depot</i>

<u>Tuesday 7th July 1903 LCC</u> Westminster Bridge Road to St George's Circus reopened for electric cars	Horse routes restored (38H) Westminster Bridge-St George's Circus-Elephant and Castle-Bricklayers Arms-New Cross-East Greenwich <i>East Greenwich Depot</i>
<u>Sunday 17th January 1904 LCC</u> Elephant and Castle to East Greenwich via Old Kent Road reopened for electric cars	New route (38) Westminster Bridge-Elephant and Castle-Old Kent Road-New Cross-East Greenwich <i>Greenwich (Hoskins Street), Old Kent Road (Bowles Road) and Old Kent Road (Leo Street) Depots</i> Horse route withdrawn (38H) Westminster Bridge-St George's Circus-Elephant and Castle-Bricklayers Arms-New Cross-East Greenwich <i>East Greenwich Depot</i>
<u>Monday 15th May 1905 LCC</u>	Route allocation revised (38) Westminster Bridge-Elephant and Castle-Old Kent Road-New Cross-East Greenwich <i>New Cross and East Greenwich (Hoskins Street) Depots</i>
<u>Friday 16th June 1905 LCC</u>	Route allocation revised (38) Westminster Bridge-Elephant and Castle-Old Kent Road-New Cross-East Greenwich <i>New Cross Depot</i>
<u>Monday 18th June 1906 LCC</u> Blackwall Lane-Blackwall Tunnel opened	Route extended (38) Westminster Bridge-Elephant and Castle-Old Kent Road-New Cross-East Greenwich-Blackwall Lane <i>New Cross Depot</i>
<u>Monday 10th September 1906 LCC</u>	Route extended (38) Westminster Bridge-Elephant and Castle-Old Kent Road-New Cross-East Greenwich-Tunnel Avenue <i>New Cross Depot</i>
<u>Saturday 15th December 1906 LCC</u> Westminster Bridge-Victoria Embankment (John Carpenter Street) opened	Route extended (38) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Elephant and Castle-Old Kent Road-New Cross-East Greenwich <i>New Cross Depot</i>
<u>Tuesday 1st January 1907 LCC</u>	Route truncated (38) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Elephant and Castle-Old Kent Road-New Cross-East Greenwich <i>New Cross Depot</i>
<u>Thursday 22nd July 1909 LCC</u> Tunnel Avenue, Greenwich-Charlton (Rainton Road) reopened for electric cars	Route extended (38) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Elephant and Castle-Old Kent Road-New Cross-Greenwich-Charlton (Rainton Road) <i>New Cross Depot</i>
<u>Tuesday 14th September 1909 LCC</u> Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Blackfriars Bridge Road opened	Route diverted (38) Blackwall Tunnel-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment (Waterloo Bridge) <i>New Cross Depot</i>
<u>Monday 3rd July 1911 LCC</u> Routes cut at Greenwich Church to install new junction	Routes temporarily truncated (38) Greenwich-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment (Waterloo Bridge) <i>New Cross Depot</i>
<u>Thursday 13th July 1911 LCC</u> Routes restored at Greenwich Church	Routes restored (38) Blackwall Tunnel-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment (Waterloo Bridge) <i>New Cross Depot</i>
<u>Friday 31st May 1912 LCC</u>	Route diverted (38) Woolwich (Chapel Street)-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment (Waterloo Bridge) (some cars from Blackwall Tunnel) <i>New Cross Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 38 Woolwich (Chapel Street)-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment (Waterloo Bridge) (some cars from Blackwall Tunnel) <i>New Cross Depot</i>
<u>Sunday 5th April 1914 LCC</u> Woolwich (Chapel Street)-Woolwich Ferry (Nile Street) reopened for electric cars, plough shift installed	Route extended 38 Woolwich (Beresford Square)-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment (Waterloo Bridge) (extended to Plumstead, Wickham Lane Weekdays evening rush hours) (some cars from Blackwall Tunnel) <i>Abbey Wood and New Cross Depots</i>

<u>Sunday 3rd May 1914 LCC</u>	Route extended 38 Plumstead, Wickham Lane-Woolwich-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment (Waterloo Bridge) (extended to Abbey Wood Saturday afternoons and Sunday) <i>Abbey Wood and New Cross Depots</i>
<u>Saturday 11th July 1914 BEX and LCC</u> Through running introduced	Route extended 38 Plumstead, Wickham Lane-Woolwich-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment (Waterloo Bridge) (extended to Welling and Bexleyheath Saturday afternoons and Sunday) <i>Abbey Wood and New Cross Depots</i>
<u>Sunday 6th June 1915 LCC</u> Through running withdrawn	Route truncated 38 Plumstead, Wickham Lane-Woolwich-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment (Waterloo Bridge) <i>Abbey Wood and New Cross Depots</i>
<u>by January 1916 LCC</u>	Route extended 38 Plumstead, Wickham Lane-Woolwich-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment (Waterloo Bridge) (On Monday-Friday rush hours, Saturday and Sunday to Abbey Wood) <i>Abbey Wood and New Cross Depots</i>
<u>Monday 19th April 1920 LCC</u>	New route 38EX (Easter, Whitsun and August Bank Holiday Sunday and Monday) Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Waterloo Bridge <i>cars from Abbey Wood and New Cross Depots 38 allocation</i> Route increased 38 Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment (Waterloo Bridge) <i>Abbey Wood and New Cross Depots</i>
<u>Monday 17th January 1921 LCC</u>	Route operation revised 38 Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment (worked with route 36) (some cars from Blackwall Tunnel) <i>Abbey Wood and New Cross Depots</i>
<u>Monday 12th November 1923 LCC</u> Changing of route numbers on cars on Victoria Embankment loop discontinued	Route operation revised 38 Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Abbey Wood (some cars from Blackwall Tunnel) (worked with route 36) <i>Abbey Wood and New Cross Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 38 Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Abbey Wood (some cars from Blackwall Tunnel) (worked with route 36) <i>Abbey Wood and New Cross Depots</i> 38EX (Easter, Whitsun and August Bank Holiday Sunday and Monday) Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Waterloo Bridge <i>cars from Abbey Wood and New Cross Depots 38 allocation</i>
<u>Wednesday 29th October 1941</u>	New route 38EX (Weekday rush hours) Plumstead-Woolwich-Greenwich-Lewisham <i>Abbey Wood Depot</i>
<u>Wednesday 20th September 1944</u> New curve at Woolwich opened (built on Sunday 27th August 1944)	Weekday early morning cars on routes 36, 38, 40, 44 and 46 westbound only
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 38 Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Abbey Wood (some cars from Blackwall Tunnel) (worked with route 36) <i>Abbey Wood and New Cross Depots</i> Route at 1st January 1948 38EX (Easter, Whitsun and August Bank Holiday Sunday and Monday) Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Waterloo Bridge <i>cars from Abbey Wood and New Cross Depots 38 allocation</i> Route at 1st January 1948 38EX (Weekday rush hours) Plumstead-Woolwich-Greenwich-Lewisham <i>Abbey Wood Depot</i>

<p>Saturday 6th October 1951 Stage 5 of Bus conversion Camberwell Depot converted to bus</p>	<p>Route withdrawn 38EX (Easter, Whitsun and August Bank Holiday Sunday and Monday) Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Waterloo Bridge <i>cars from Abbey Wood and New Cross Depots 38 allocation</i> Route replaced by 180 bus 38EX (Weekday rush hours) Plumstead-Woolwich-Greenwich-Lewisham <i>Abbey Wood Depot</i></p>
<p>Saturday 5th July 1952 Stage 8 of Bus conversion Abbey Wood and New Cross Depots converted to bus</p>	<p>Route replaced by 177 bus 38 Abbey Wood-Woolwich-Greenwich-New Cross-Old Kent Road-Elephant and Castle-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Abbey Wood (some cars from Blackwall Tunnel) (worked with route 36) <i>Abbey Wood and New Cross Depots</i></p>

<h2 style="text-align: center;">Route MET 38</h2>	
<p>Wednesday 7th June 1905 MET Archway-North Finchley-Whetstone opened (MCC line)</p>	<p>New route (MET 38) Archway Road Boundary-North Finchley-Whetstone <i>Finchley Depot</i></p>
<p>Friday 22nd December 1905 LCC and MET LCC owned Highgate Archway to Archway Road Boundary opened for (MET) routes</p>	<p>New route (MET 38) Archway-North Finchley-Whetstone <i>Finchley Depot</i></p>
<p>Saturday 4th August 1906 MET Whetstone-New Barnet (County Boundary) opened (MCC line)</p>	<p>Route extended (MET 38) Archway-North Finchley-New Barnet (County Boundary) <i>Finchley Depot</i></p>
<p>Thursday 28th March 1907 MET New Barnet (County Boundary)-Barnet opened (HCC line)</p>	<p>Route extended (MET 38) Archway-North Finchley-Barnet <i>Finchley Depot</i></p>
<p>July 1913 MET</p>	<p>Route numbered (MET) 38 Archway-North Finchley-Barnet <i>Finchley Depot</i></p>
<p>Thursday 24th September 1914 LCC and MET Plough shift installed at Archway Road, through running extended</p>	<p>Route withdrawn (MET) 38 Archway-North Finchley-Barnet <i>Finchley Depot</i></p>
<p>Monday 26th February 1917 LCC and MET</p>	<p>Route reintroduced (MET) 38 North Finchley (Tally Ho)-Whetstone-Barnet <i>Finchley Depot</i></p>
<p>Monday 2nd September 1918 LCC and MET</p>	<p>Route withdrawn (MET) 38 North Finchley (Tally Ho)-Whetstone-Barnet <i>Finchley Depot</i></p>

<h2 style="text-align: center;">Route 39</h2>	
<p>Monday 11th October 1909 LCC</p>	<p>New route (39) Bloomsbury-Angel Islington-St Paul's Road, Dalston 7 double deck cars from <i>Holloway Depot</i></p>
<p>Sunday 4th February 1912 LCC</p>	<p>Route reduced (39) Bloomsbury-Angel Islington-St Paul's Road, Dalston (rush hours and Saturday and Sunday evenings) <i>Holloway Depot</i></p>
<p>by Tuesday 15th October 1912 LCC</p>	<p>Route reduced (39) Bloomsbury-Angel Islington-St Paul's Road, Dalston (Weekdays rush hours) <i>Holloway Depot</i></p>
<p>From Tuesday 15th October 1912 LCC Number stencils gradually fitted to electric cars</p>	<p>Route numbered 39 Bloomsbury-Angel Islington-St Paul's Road, Dalston (Weekdays rush hours) <i>Holloway Depot</i></p>
<p>Sunday 28th October 1913 LCC</p>	<p>Route increased 39 Bloomsbury-Angel Islington-St Paul's Road, Dalston (Weekdays rush hours) <i>Holloway Depot</i></p>
<p>Friday 6th March 1914 LCC Balls Pond Road (eastern part) reopened for electric cars</p>	<p>Route withdrawn 39 Bloomsbury-Angel Islington-St Paul's Road, Dalston (Weekdays rush hours) <i>Holloway Depot</i></p>
<p>Thursday 25th June 1914 LCC Old Street-Cannonbury Road-Highbury Corner reopened for electric cars and new junction at Dalston Junction opened</p>	<p>New route 39 Moorgate-Cannonbury Road-Highbury Corner-Finsbury Park (Weekdays rush hours) <i>Holloway Depot</i></p>
<p>by November 1914 LCC</p>	<p>Route withdrawn 39 Moorgate-Cannonbury Road-Highbury Corner-Finsbury Park (Weekdays rush hours) <i>Holloway Depot</i></p>

<u>Monday 12th December 1921 LCC</u>	New route 39 (Weekdays rush hours) Aldersgate-Angel Islington-Highbury-Holloway Road-Finsbury Park-Wood Green-Lordship Lane-Bruce Grove <i>Holloway Depot</i>
<u>Wednesday 29th March 1922 LCC</u>	Route increased 39 (Weekdays) Aldersgate-Angel Islington-Highbury-Holloway Road-Finsbury Park-Wood Green-Lordship Lane-Bruce Grove <i>Holloway Depot</i>
<u>Wednesday 9th July 1924 LCC</u>	Route withdrawn 39 (Weekdays) Aldersgate-Angel Islington-Highbury-Holloway Road-Finsbury Park-Wood Green-Lordship Lane-Bruce Grove <i>Holloway Depot</i>
<u>Wednesday 4th March 1925 LCC</u>	Route reinstated 39 (Weekdays) Aldersgate-Angel Islington-Highbury-Holloway Road-Finsbury Park-Wood Green-Lordship Lane-Bruce Grove <i>Holloway Depot</i>
<u>Thursday 5th March 1931 LCC</u>	Route withdrawn 39 (Weekdays) Aldersgate-Angel Islington-Highbury-Holloway Road-Finsbury Park-Wood Green-Lordship Lane-Bruce Grove <i>Holloway Depot</i>

Routes LT 39/39A	
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(MET) 34 route renumbered 39 39(1) Turnpike Lane-Muswell Hill-Alexandra Palace West (afternoons) <i>E class cars from Wood Green Depot</i> 39(2) Tottenham (Bruce Grove)-Wood Green-Turnpike Lane-Muswell Hill <i>Wood Green Depot</i> 39(3) (Monday-Friday mornings special journeys) Palmers Green-Wood Green-Finsbury Park <i>Wood Green Depot</i> (MET) 18 route renumbered 39A 39A (Weekdays) Enfield (Monday-Friday rush hours)-Winchmore Hill (Weekdays rush hours)-Wood Green-Tottenham (Bruce Grove)-(Monday to Friday mornings) Seven Sisters Corner-Manor House <i>Wood Green Depot</i>
<u>Wednesday 20th February 1935</u>	Route increased 39(3) (Monday-Friday early mornings) Palmers Green-Wood Green-Finsbury Park <i>Wood Green Depot</i>
<u>Sunday 17th November 1935</u>	Route reduced 39(1) Turnpike Lane-Muswell Hill-Alexandra Palace West (Monday to Saturday afternoons) <i>E class cars from Wood Green Depot</i>
<u>Sunday 3rd May 1936</u>	Route increased 39(1) Turnpike Lane-Muswell Hill-Alexandra Palace West (afternoons) <i>E class cars from Wood Green Depot</i>
<u>Sunday 13th December 1936</u>	Route reduced 39(1) Turnpike Lane-Muswell Hill-Alexandra Palace West (Monday to Saturday afternoons) <i>E class cars from Wood Green Depot</i>
<u>Sunday 4th April 1937</u>	Route increased 39(1) Turnpike Lane-Muswell Hill-Alexandra Palace West (afternoons) <i>E class cars from Wood Green Depot</i>
<u>Sunday 31st October 1937</u>	Route reduced 39(1) Turnpike Lane-Muswell Hill-Alexandra Palace West (Monday to Saturday afternoons) <i>E class cars from Wood Green Depot</i>
<u>Wednesday 23rd February 1938</u> Bus conversion	Route replaced by bus 39(1) Turnpike Lane-Muswell Hill-Alexandra Palace West (Monday to Saturday afternoons) <i>E class cars from Wood Green Depot</i> Route reduced 39(2) Tottenham (Bruce Grove)-Wood Green-(Weekdays) Turnpike Lane <i>Wood Green Depot</i> Route extended 39A (Weekdays) Enfield (Monday-Friday rush hours)-Winchmore Hill-Wood Green-Tottenham (Bruce Grove)-(Monday to Friday mornings) Seven Sisters Corner-Manor House <i>Wood Green Depot</i>

Sunday 6th March 1938 Trolleybus conversion	Route extended 39 Turnpike Lane (Weekdays)-Wood Green-Tottenham (Bruce Grove)-(Monday to Friday early mornings) Seven Sisters Corner-Manor House <i>Wood Green Depot</i> Route withdrawn 39(2) Tottenham (Bruce Grove)-Wood Green-(Weekdays) Turnpike Lane <i>Wood Green Depot</i> Route withdrawn 39(3) (Monday-Friday early mornings) Palmers Green-Wood Green-Finsbury Park <i>Wood Green Depot</i> Route withdrawn 39A (Weekdays) Enfield (Monday-Friday rush hours)-Winchmore Hill-Wood Green-Tottenham (Bruce Grove)-(Monday to Friday mornings) Seven Sisters Corner-Manor House <i>Wood Green Depot</i>
Sunday 8th May 1938 Trolleybus conversion	Route replaced by 625 trolleybus 39 Turnpike Lane (Weekdays)-Wood Green-Tottenham (Bruce Grove)-(Monday to Friday early mornings) Seven Sisters Corner-Manor House <i>Wood Green Depot</i>

Route 40	
<u>Monday 25th September 1871 PPG</u> Westminster Bridge Road (Hercules Buildings)-St George's Circus and Elephant and Castle to Camberwell Green opened	New horse route (40H) (Green) Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green <i>Camberwell (Walworth Road) Depot</i>
<u>Monday 29th January 1872 PPG</u> Camberwell Green to New Cross opened	Horse route extended (40H) (Green) Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham (Queen's Road) and Peckham (Rye Lane)Depots</i>
<u>Monday 28th July 1873 LTC</u> Metropolitan Street Tramway Company and Pimlico, Peckham and Greenwich Street Tramway Company sold to the London Tramways Company	Horse route taken over (40H) (Green) Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham (Queen's Road) and Peckham (Rye Lane) Depots</i>
<u>Sunday 1st January 1899 LCC and LTC and LTC</u> London Tramways Company purchased by LCC	Horse route taken over (40H) (Green) Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham (Queen's Road) and Peckham (Rye Lane) Depots</i>
<u>June 1903 LCC</u> Westminster Bridge Road to St George's Circus closed for reconstruction	Horse route truncated (40H) St George's Circus-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham (Queen's Road) and Peckham (Rye Lane) Depots</i>
<u>Tuesday 7th July 1903 LCC</u> Westminster Bridge Road to St George's Circus reopened for electric cars	Horse routes restored (40H) Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham (Queen's Road) and Peckham (Rye Lane) Depots</i>
<u>Sunday 24th January 1904 LCC</u> Elephant and Castle to New Cross via Camberwell and Peckham reopened for electric cars (delayed because shortage of electric car accommodation)	New route (40) Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham Depot</i> Horse route withdrawn (40H) Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham (Queen's Road) and Peckham (Rye Lane) Depots</i>
<u>Saturday 30th April 1904 LCC</u> St George's Road reopened for electric cars	Route diverted (40) Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham Depot</i>
<u>Wednesday 4th May 1904 LCC</u>	Route extended (40) Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Peckham-New Cross-New Cross (Marquis of Granby) <i>Peckham Depot</i>
<u>Thursday 9th June 1904 LCC</u>	Route extended (40) Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Peckham-New Cross-East Greenwich <i>Peckham Depot</i>

<u>Monday 3rd March 1905 LCC</u>	Route diverted (40) Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-East Greenwich <i>Peckham Depot</i>
<u>December 1905 LCC</u>	Route allocation revised (40) Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-East Greenwich <i>New Cross Depot</i>
<u>Sunday 10th June 1906 LCC</u> East Greenwich to Tunnel Avenue opened	Route extended (40) Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-East Greenwich-Tunnel Avenue <i>New Cross Depot</i>
<u>Saturday 15th December 1906 LCC</u> Westminster Bridge-Victoria Embankment (John Carpenter Street) opened	Route extended (40) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-East Greenwich <i>New Cross Depot</i>
<u>Friday 28th December 1906 LCC</u>	Route truncated (40) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-East Greenwich <i>New Cross Depot</i>
<u>Thursday 22nd July 1909 LCC</u> Tunnel Avenue, Greenwich-Charlton (Rainton Road) reopened for electric cars	Route extended (40) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Greenwich-Charlton (Rainton Road) <i>New Cross Depot</i>
<u>Tuesday 14th September 1909 LCC</u> Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Blackfriars Bridge Road opened	Route operation revised (40) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Greenwich-Charlton (worked in conjunction with route 66) <i>New Cross Depot</i>
<u>Saturday 1st April 1911 LCC</u> Charlton (Rainton Road)-Woolwich (Chapel Street) reopened for electric cars	Route extended (40) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Greenwich-Charlton-Woolwich (Chapel Street) <i>New Cross Depot (worked in conjunction with route 66)</i>
<u>Monday 3rd July 1911 LCC</u> Routes cut at Greenwich Church to install new junction	New temporary route (40/1) Greenwich-Charlton-Woolwich (Chapel Street) <i>Central Repair Depot Charlton</i> Route temporarily truncated (40) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Greenwich <i>New Cross Depot (worked in conjunction with route 66)</i>
<u>Thursday 13th July 1911 LCC</u> Routes restored at Greenwich Church	Routes restored (40) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Greenwich-Charlton-Woolwich (Chapel Street) <i>New Cross Depot (worked in conjunction with route 66)</i> Temporary route withdrawn (40/1) Greenwich-Charlton-Woolwich (Chapel Street) <i>Central Repair Depot Charlton</i>
<u>Thursday 2nd November 1911 LCC</u>	Route operation revised (40) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Greenwich-Charlton-Woolwich (Chapel Street) <i>New Cross Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 40 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Greenwich-Charlton-Woolwich (Chapel Street) <i>New Cross Depot</i>
<u>Sunday 5th April 1914 LCC</u> Woolwich (Chapel Street)-Woolwich Ferry (Nile Street) reopened for electric cars, plough shift installed	Route extended 40 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Charlton-Woolwich-Plumstead-Abbey Wood <i>Abbey Wood and New Cross Depots</i>
<u>March 1915 LCC</u>	Trailer route trailers on route 40 <i>Abbey Wood Depot</i>
<u>Thursday 31st August 1916 LCC</u>	Trailer route Trailers withdrawn from route 40 <i>Abbey Wood Depot</i>

<u>Thursday 15th January 1931 LCC</u> Kingsway Subway reopened for electric cars	Route reduced 40 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Charlton-Woolwich-Plumstead-Abbey Wood <i>Abbey Wood and New Cross Depots</i>
<u>by Friday 30th June 1933 LCC</u>	Route operation revised 40 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Charlton-Woolwich-Plumstead-Abbey Wood (some cars from Blackwall Tunnel) <i>Abbey Wood and New Cross Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 40 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Charlton-Woolwich-Plumstead-Abbey Wood (some cars from Blackwall Tunnel) <i>Abbey Wood and New Cross Depots</i>
<u>Sunday 10th November 1935</u>	Route reduced 40 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Charlton-Woolwich (some cars from Blackwall Tunnel) <i>New Cross Depot</i>
<u>Thursday 21st May 1936</u>	Route extended 40 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Charlton-Woolwich-(Weekdays rush hours) Wickham Lane (some cars from Blackwall Tunnel) <i>New Cross Depot</i>
<u>Wednesday 20th September 1944</u> New curve at Woolwich opened (built on Sunday 27th August 1944)	Weekday early morning cars on routes 36, 38, 40, 44 and 46 westbound only
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 40 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Charlton-Woolwich-(Weekdays rush hours) Wickham Lane (some cars from Blackwall Tunnel) <i>New Cross Depot</i>
<u>Wednesday 10th November 1948</u>	Route extended 40 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Charlton-Woolwich (Perrott Street)-(Weekdays rush hours) Wickham Lane (some cars from Blackwall Tunnel) <i>New Cross Depot</i>
<u>Saturday 5th July 1952</u> Stage 8 of Bus conversion Abbey Wood and New Cross Depots converted to bus	Route replaced by 163 bus 40 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington Road-Camberwell Green-Peckham-New Cross-Charlton-Woolwich (Perrott Street)-(Weekdays rush hours) Wickham Lane (some cars from Blackwall Tunnel) <i>New Cross Depot</i>

Route MET 40	
<u>Friday 17th December 1909 MET</u> Public opening of North Finchley (Woodberry Grove)-Golders Green (MCC line)	New route (MET 40) Golders Green-North Finchley (Tally Ho) <i>Finchley Depot</i>
<u>Monday 21st February 1910 MET</u> Golders Green-Cricklewood and Child's Hill branch opened (MCC line)	Route extended (MET 40) Cricklewood 'Crown'-North Finchley (Tally Ho) <i>Finchley Depot</i>
<u>Mid 1910 MET</u> Cricklewood Broadway-Cricklewood 'Crown' spur closed	Route truncated (MET 40) Cricklewood-North Finchley (Tally Ho) <i>Finchley Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 40 Cricklewood-North Finchley (Tally Ho) <i>Finchley Depot</i>
<u>Wednesday 7th October 1925 MET</u>	Route allocation revised (MET) 40 Cricklewood-North Finchley (Tally Ho) <i>Finchley Depot</i>
<u>Saturday 22nd May 1926 MET</u>	Route extended (MET) 40 Cricklewood-North Finchley (Tally Ho)-(Weekdays evening) Barnet <i>Finchley Depot</i>
<u>Wednesday 6th October 1926 MET</u>	Route extended (MET) 40 Cricklewood-North Finchley (Tally Ho)-(Weekdays evening and winter Sunday afternoon) Whetstone-(Weekdays evening) Barnet <i>Finchley Depot</i>

<u>Wednesday 4th May 1927 MET</u>	Route reduced (MET) 40 Cricklewood-North Finchley (Tally Ho)-(Weekdays evening and winter Sunday afternoon) Whetstone-(rush hours) Barnet <i>Finchley Depot</i>
<u>Thursday 11th October 1928 MET</u>	Route reduced (MET) 40 Cricklewood-North Finchley (Tally Ho)-(rush hours) Whetstone (and Weekdays special journeys to Edgware and Harlesden) <i>Finchley Depot</i>
<u>Monday 1st February 1931 MET</u> Feltham trams introduced on route (MET) 40	
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (MET) 40 Cricklewood-North Finchley (Tally Ho)-(rush hours) Whetstone (and Weekdays special journeys to Edgware and Harlesden) <i>Finchley Depot</i>
<u>By Wednesday 3rd October 1934</u>	Route increased (MET) 40 Cricklewood-North Finchley (Tally Ho)-(rush hours and Saturday and Sunday afternoon and evenings) Whetstone (and Weekdays special journeys to Edgware and Harlesden) <i>Finchley Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(MET) 40 route renumbered 45 45 Cricklewood-North Finchley (Tally Ho)-(rush hours) Whetstone (and Weekdays special journeys to Edgware and Harlesden) <i>Finchley Depot</i>

Route 41	
<u>Thursday 7th May 1874 NMET</u> New North Road-Mintem Street-Bridport Place-Southgate Road-Newington Green-Mildmay Park-Green Lanes (Riverdale Road) opened	New horse route (41H) (Green) Moorgate-Newington Green-Green Lanes <i>Green Lanes Depot</i>
<u>Saturday 8th September 1883 NMET</u> Green Lanes (Riverdale Road)-Manor House opened	Horse route extended (41H) (Green) Moorgate-Newington Green-Manor House <i>Green Lanes Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (41H) (Green) Moorgate-Newington Green-Manor House <i>Green Lanes Depot</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (41H) (Green) Moorgate-Newington Green-Manor House <i>Green Lanes Depot</i>
<u>Saturday 11th November 1911 LCC</u> Horse line Manor House-Green Lanes-Newington Green-Mildmay Park-Balls Pond Road closed for reconstruction	Horse route truncated (41H) Moorgate-Newington Green-Manor House <i>Green Lanes Depot</i>
<u>Monday 11th December 1911 LCC</u> Balls Pond Road-Southgate Road-Bridport Place closed for reconstruction	Horse route withdrawn (41H) Moorgate-Newington Green-Manor House <i>Green Lanes Depot</i>
<u>Saturday 3rd August 1912 LCC</u> Manor House-Green Lanes-Newington Green-Balls Pond Road reopened for electric cars	New route (41) Manor House-Newington Green-Balls Pond Road <i>Holloway Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 41 Manor House-Newington Green-Balls Pond Road <i>Holloway Depot</i>
<u>Tuesday 26th November 1912 LCC</u> Balls Pond Road-Southgate Road-New North Road and Balls Pond Road connection reopened for electric cars	Route extended 41 Manor House-Newington Green-Balls Pond Road-Southgate Road-New North Road <i>Holloway Depot</i>
<u>Thursday 25th June 1914 LCC</u> Old Street-Cannonbury Road-Highbury Corner reopened for electric cars and new junction at Dalston Junction opened	Route extended 41 Manor House-Newington Green-Balls Pond Road-Southgate Road-New North Road-Moorgate <i>Holloway Depot</i>

<u>Thursday 29th November 1928 LCC</u>	New route 41EX (Weekdays rush hours) Manor House-Newington Green-Balls Pond Road-Angel Islington-Aldersgate <i>Holloway Depot</i> Route extended 41 Palmers Green (Weekdays rush hours)-Wood Green (Monday to Friday and until 2 pm Saturday)-Manor House-Newington Green-Balls Pond Road-Southgate Road-New North Road-Moorgate <i>Holloway Depot</i>
<u>Thursday 29th January 1931 LCC</u>	Route reduced 41 Palmers Green (Weekdays rush hours)-Wood Green (Monday to Friday and until 2 pm Saturday)-Manor House-Newington Green-Balls Pond Road-Southgate Road-New North Road-Moorgate <i>Holloway Depot</i>
<u>Thursday 8th October 1931 LCC</u>	Route reduced 41 Palmers Green-Wood Green (Weekdays rush hours)-Manor House-Newington Green-Balls Pond Road-Southgate Road-New North Road-Moorgate <i>Holloway Depot</i>
<u>Thursday 17th March 1932 LCC</u>	Route extended 41 Winchmore Hill-Palmers Green-Wood Green (Weekdays rush hours)-Manor House-Newington Green-Balls Pond Road-Southgate Road-New North Road-Moorgate <i>Holloway Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 41 Winchmore Hill-Palmers Green-Wood Green (Weekdays rush hours)-Manor House-Newington Green-Balls Pond Road-Southgate Road-New North Road-Moorgate <i>Holloway Depot</i> 41EX (Weekdays rush hours) Manor House-Newington Green-Balls Pond Road-Angel Islington-Aldersgate <i>Holloway Depot</i>
Sunday 6th March 1938 Trolleybus conversion	Route increased and allocation changed 41 Winchmore Hill-Palmers Green-Wood Green-Manor House-Newington Green-Balls Pond Road-Southgate Road-New North Road-Moorgate <i>Holloway and Wood Green Depots</i>
Sunday 8th May 1938 Trolleybus conversion	Route replaced by 641 trolleybus 41 Winchmore Hill-Palmers Green-Wood Green-Manor House-Newington Green-Balls Pond Road-Southgate Road-New North Road-Moorgate <i>Holloway and Wood Green Depots</i> Route withdrawn 41EX (Weekdays rush hours) Manor House-Newington Green-Balls Pond Road-Angel Islington-Aldersgate <i>Holloway Depot</i>

Route 42	
<u>Saturday 4th June 1881 WSELT</u> Woolwich and South East London Tramways Company Woolwich-Plumstead line opened	New horse routes (42/1H) (Pale Yellow / Light Blue) Plumstead-Woolwich (Beresford Street) <i>Plumstead Depot</i> (42/2H) (Pale Yellow / Light Blue) Plumstead-Woolwich (Powis Street) <i>Plumstead Depot</i>
<u>July 1881 WSELT</u>	Horse route truncated (42/1H) (Pale Yellow / Light Blue) Plumstead-Woolwich <i>Plumstead Depot</i>
<u>October 1881 WSELT</u> Woolwich (Powis Street) closed	Horse route withdrawn (42/2H) (Pale Yellow / Light Blue) Plumstead-Woolwich (Powis Street) <i>Plumstead Depot</i>
<u>Wednesday 21st November 1882 WSELT</u> Woolwich-Charlton-East Greenwich opened Woolwich (Powis Street) reopened	Horse route extended (42/1H) (Pale Yellow / Light Blue) Plumstead-Woolwich-Charlton-East Greenwich <i>Plumstead Depot</i> Horse route reinstated (42/2H) (Pale Yellow / Light Blue) Plumstead-Woolwich (Powis Street) <i>Plumstead Depot</i>
<u>January 1883 WSELT</u> Woolwich (Powis Street) finally closed	Horse route withdrawn (42/2H) (Pale Yellow / Light Blue) Plumstead-Woolwich (Powis Street) <i>Plumstead Depot</i>
<u>Saturday 3rd October 1903 WSELT</u> Short extension at Plumstead to meet Bexley UDC Tramways opened	Horse route (42/1H) (Pale Yellow / Light Blue) extended

<u>Thursday 1st June 1905 LCC and WSELT</u> Woolwich and South East London Tramways Company purchased by LCC	Horse routes taken over (42/1H) (Pale Yellow / Light Blue) Plumstead-Woolwich-Charlton-East Greenwich <i>Plumstead Depot</i>
<u>Sunday 10th June 1906 LCC</u> East Greenwich to Tunnel Avenue opened	Horse route truncated (42/1H) Plumstead-Woolwich-Charlton-Tunnel Avenue <i>Plumstead Depot</i>
<u>September 1907 LCC</u> Plumstead to Woolwich (Beresford Square) closed for reconstruction	Horse route truncated (42/1H) Woolwich (Beresford Square)-Charlton-Tunnel Avenue <i>Tunnel Avenue temporary Depot</i>
<u>Friday 17th April 1908 LCC</u> Woolwich (Beresford Square)-Plumstead (overhead system) reopened for electric cars	New route (42) Woolwich (Beresford Square)-Plumstead <i>Plumstead Depot</i>
<u>Sunday 26th July 1908 LCC</u> Wickham Lane, Plumstead-Abbey Wood (overhead system) opened	Route extended (42) Woolwich (Beresford Square)-Plumstead-Abbey Wood <i>Plumstead Depot</i>
<u>May 1909 LCC</u> Tunnel Avenue-Charlton (Rainton Road) closed for reconstruction	Horse route truncated (42/1H) Woolwich (Beresford Square)-Charlton-Charlton (Rainton Road) <i>Central Repair Depot Charlton</i>
<u>June 1909 LCC</u> Woolwich Ferry (Nile Street)-Woolwich (Beresford Square) closed for reconstruction	Horse route truncated (42/1H) Woolwich Ferry (Nile Street)-Charlton-Charlton (Rainton Road) <i>Central Repair Depot Charlton</i>
<u>Thursday 22nd July 1909 LCC</u> Tunnel Avenue, Greenwich-Charlton (Rainton Road) reopened for electric cars	Horse route allocation revised (42/1H) Woolwich Ferry (Nile Street)-Charlton-Charlton (Rainton Road) <i>Tunnel Avenue temporary Depot</i>
<u>Tuesday 30th November 1909 LCC</u> Woolwich Ferry (Nile Street)-Woolwich (Beresford Square) (overhead system) reopened for electric cars	New route (42EX) (Monday-Friday mornings) Woolwich Ferry (Nile Street)-Plumstead-Wickham Lane (Evenings and Saturday) Woolwich (Beresford Square)-Plumstead-Wickham Lane <i>Cars from route 42</i> Route extended (42) Woolwich Ferry (Nile Street)-Plumstead-Abbey Wood <i>Plumstead Depot</i>
<u>Monday 13th June 1910 LCC</u> Construction of Eltham line disrupted route	Route temporarily truncated (42) Woolwich (Beresford Square)-Plumstead-Abbey Wood <i>Plumstead Depot</i>
<u>Wednesday 15th June 1910 LCC</u>	Route restored (42) Woolwich Ferry (Nile Street)-Plumstead-Abbey Wood <i>Plumstead Depot</i>
<u>Saturday 23rd July 1910 LCC</u> Woolwich-Eltham opened (two-wire overhead system)	Route allocation revised (42) Woolwich Ferry (Nile Street)-Plumstead-Abbey Wood <i>Abbey Wood Depot</i>
<u>Monday 22nd August 1910 LCC</u> Charlton (Rainton Road)-Charlton (Church Lane) closed for reconstruction	Horse route truncated (42/1H) Woolwich Ferry (Nile Street)-Charlton-Charlton (Church Lane) <i>Anchor and Hope Lane temporary siding</i>
<u>Monday 29th August 1910 LCC</u> Charlton (Church Lane)-Charlton (Trinity Street) closed for reconstruction	Horse route truncated (42/1H) Woolwich Ferry (Nile Street)-Charlton-Charlton (Trinity Street) <i>Anchor and Hope Lane temporary siding</i>
<u>Thursday 1st September 1910 LCC</u> Charlton (Trinity Street) Woolwich (Chapel Street) closed for reconstruction	Horse route truncated (42/1H) Woolwich Ferry (Nile Street)-Woolwich (Chapel Street) <i>Plumstead Depot</i>
<u>Monday 31st July 1911 LCC</u>	Route extended (42EX) (Monday-Friday mornings) Woolwich Ferry (Nile Street)-Plumstead-Wickham Lane (Evenings and Saturday) Woolwich Ferry (Nile Street)-Plumstead-Wickham Lane <i>Cars from route 42</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Routes numbered 42 Woolwich Ferry (Nile Street)-Plumstead-Abbey Wood <i>Abbey Wood Depot</i> (42EX) (Monday-Friday mornings) Woolwich Ferry (Nile Street)-Plumstead-Wickham Lane (Evenings and Saturday) Woolwich Ferry (Nile Street)-Plumstead-Wickham Lane <i>Cars from route 42</i> 42/1(H) Woolwich Ferry (Nile Street)-Woolwich (Chapel Street) <i>Plumstead Depot</i>
<u>Tuesday 22nd April 1913 LCC</u>	Trailer route trailers on route 42 <i>Abbey Wood Depot</i>
<u>Friday 31st October 1913 LCC</u>	Trailer route trailers withdrawn from route 42 <i>Abbey Wood Depot</i>

<u>Monday 24th November 1913 LCC</u> Woolwich (Chapel Street)-Woolwich Ferry (Nile Street) horse route closed for reconstruction	Horse route withdrawn 42/1(H) Woolwich Ferry (Nile Street)-Woolwich (Chapel Street) <i>Plumstead Depot</i>
<u>Sunday 5th April 1914 LCC</u> Woolwich (Chapel Street)-Woolwich Ferry reopened for electric cars Plough shift installed	Route reduced 42 Woolwich Ferry (Nile Street)-Plumstead-Abbey Wood <i>Abbey Wood Depot</i> Route withdrawn (42EX) (Monday-Friday mornings) Woolwich Ferry (Nile Street)-Plumstead-Wickham Lane (Evenings and Saturday) Woolwich Ferry (Nile Street)-Plumstead-Wickham Lane <i>Cars from route 42</i>
<u>April 1915 LCC</u>	Route reduced 42 Woolwich Ferry (Nile Street)-Plumstead-Abbey Wood (Weekdays) <i>Abbey Wood Depot</i>
<u>Wednesday 7th October 1915 LCC</u>	Route withdrawn 42 Woolwich Ferry (Nile Street)-Plumstead-Abbey Wood (Weekdays) <i>Abbey Wood Depot</i>

Route LT 42	
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(CCT) 2 route renumbered 42 42 Thornton Heath-South Croydon (Greyhound) <i>Thornton Heath Depot</i>
<u>Tuesday 17th November 1936</u> Thornton Heath-Whitehorse Road reopened	Route extended 42 Thornton Heath (Whitehorse Road)-South Croydon (Greyhound) <i>Thornton Heath Depot</i>
<u>Friday 16th August 1946</u>	Route extended 42 Thornton Heath (Whitehorse Road)-Coombe Road, South Croydon <i>Thornton Heath Depot</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 42 Thornton Heath (Whitehorse Road)-Coombe Road, South Croydon <i>Thornton Heath Depot</i>
<u>Sunday 1st January 1950</u> Purley Depot reopened and Thornton Heath Depot closed	Route allocation changed 42 Thornton Heath (Whitehorse Road)-Coombe Road, South Croydon <i>Purley Depot</i>
<u>Saturday 7th April 1951</u> Stage 3 of Bus conversion Purley and Streatham Depots converted to bus	Route replaced by 190 bus 42 Thornton Heath (Whitehorse Road)-Coombe Road, South Croydon <i>Purley Depot</i>

Route MET 42	
<u>Thursday 29th August 1912 MET</u>	New route (MET 42) Cricklewood-North Finchley-Whetstone (Weekdays) <i>Finchley Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 42 Cricklewood-North Finchley-Whetstone (Weekdays) <i>Finchley Depot</i>
<u>Wednesday 4th October 1916</u>	Route withdrawn (MET) 42 Cricklewood-North Finchley-Whetstone (Weekdays) <i>Finchley Depot</i>
<u>July 1921 MET</u>	Route reinstated (MET) 42 Cricklewood-North Finchley-Whetstone (Weekdays) <i>Finchley Depot</i>
<u>Monday 14th May 1923 MET</u>	Route reduced (MET) 42 Cricklewood-North Finchley-Whetstone (Weekdays rush hours) <i>Finchley Depot</i>
<u>Wednesday 7th October 1925 MET</u>	Route allocation revised (MET) 42 Cricklewood-North Finchley-Whetstone (Weekdays rush hours) <i>Finchley Depot</i>
<u>Saturday 22nd May 1926 MET</u>	Route withdrawn (MET) 42 Cricklewood-North Finchley-Whetstone (Weekdays rush hours) <i>Finchley Depot</i>

Route 43	
<u>Monday 15th September 1873 NMET</u> Old Street-Goswell Road opened	New horse route (43H) (Green) Goswell Road-Shoreditch-Dalston-Stamford Hill <i>Temporary Sidings at Balls Pond Stables</i>

<u>Saturday 17th July 1875 NMET</u>	Horse route allocation revised (43H) (Green) Goswell Road-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Saturday 3rd October 1885 NMET</u> Old Street-Clerkenwell Road-Holborn Town Hall opened	Horse route extended (43H) (Green) Holborn Town Hall-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Saturday 9th July 1887 NMET</u> Holborn-Grays Inn Road-Holborn opened	Horse route extended (43H) (Green) Holborn-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (43H) (Green) Holborn-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Sunday 19th February 1899 LCC and NMET</u>	New night horse route (NIGHT 43H) (Green) Holborn-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse routes taken over (43H) (Green) Holborn-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i> (NIGHT 43H) (Green) Holborn-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Wednesday 6th February 1907 LCC</u> Stamford Hill-Dalston-Shoreditch reopened for electric cars	Horse routes withdrawn (43H) Holborn-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i> (NIGHT 43H) Holborn-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Friday 29th March 1907 LCC</u> Shoreditch-Old Street-City Road-Moorgate and Whitechapel (Gardiner's Corner)-Leman Street-London Docks reopened for electric cars	New route (43) Stamford Hill-Dalston-Shoreditch-Holborn <i>Stamford Hill Depot</i> (NIGHT 43) Stamford Hill-Dalston-Shoreditch-Holborn <i>Stamford Hill Depot</i>
<u>Monday 16th September 1907 LCC</u> Work started on electrification works at Holborn Hall and the route on the lower part of Gray's Inn Road suspended	Routes truncated (43) Stamford Hill-Dalston-Shoreditch-Holborn Hall <i>Stamford Hill Depot</i> (NIGHT 43) Stamford Hill-Dalston-Shoreditch-Holborn Hall <i>Stamford Hill Depot</i>
<u>Wednesday 9th October 1907 LCC</u> Work completed on electrification works at Holborn Hall and the route on the lower part of Gray's Inn Road reinstated	Routes extended (43) Stamford Hill-Dalston-Shoreditch-Holborn <i>Stamford Hill Depot</i> (NIGHT 43) Stamford Hill-Dalston-Shoreditch-Holborn <i>Stamford Hill Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 43 Stamford Hill-Dalston-Shoreditch-Holborn <i>Stamford Hill Depot</i>
<u>Thursday 20th March 1913 LCC</u> Norton Folgate-Liverpool Street Station opened	Route reduced 43 Stamford Hill-Dalston-Shoreditch-Holborn <i>Stamford Hill Depot</i>
<u>by 1922 LCC</u> Kingsland Road reconstructed to centre conduit system	Route 43, 45, 47 and 49 affected
<u>Wednesday 4th May 1921 LCC</u>	Route increased 43 Stamford Hill-Dalston-Shoreditch-Holborn (additional route Monday-Friday evening rush hour and Saturday midday to Aldersgate) <i>Stamford Hill Depot</i>
<u>Sunday 8th March 1931 LCC</u>	Route diverted 43 northbound on Sunday rerouted via Great Eastern Street and High Street, Shoreditch
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 43 Stamford Hill-Dalston-Shoreditch-Holborn (additional route Monday-Friday evening rush hour and Saturday midday to Aldersgate) NIGHT 43) Stamford Hill-Dalston-Shoreditch-Holborn <i>Stamford Hill Depot</i>
<u>Sunday 5th February 1939</u> Trolleybus conversion	Route replaced by 643 trolleybus 43 Stamford Hill-Dalston-Shoreditch-Holborn (additional route Monday-Friday evening rush hour and Saturday midday to Aldersgate) NIGHT 43) Stamford Hill-Dalston-Shoreditch-Holborn <i>Stamford Hill Depot</i>

Route 44	
<u>Saturday 23rd July 1910 LCC</u> Woolwich-Eltham opened (two-wire overhead system)	New route (44) Woolwich-Eltham <i>Abbey Wood Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 44 Woolwich-Eltham <i>Abbey Wood Depot</i>
<u>Thursday 20th March 1913 LCC</u>	Trailer route trailers on route 44 <i>Abbey Wood Depot</i>
<u>Tuesday 22nd April 1913 LCC</u>	Trailer route trailers withdrawn from route 44 <i>Abbey Wood Depot</i>
<u>March 1915 LCC</u>	Trailer route trailers on route 44 <i>Abbey Wood Depot</i>
<u>Monday 27th January 1919 LCC</u>	Trailer route trailers withdrawn from route 44 <i>Abbey Wood Depot</i>
<u>Tuesday 22nd March 1921 LCC</u> Eltham Road (Lyme Farm) to Eltham Church opened	Route reduced 44 (Monday-Friday and Sunday) Woolwich-Eltham <i>Abbey Wood Depot</i>
<u>Monday 10th December 1923 LCC</u>	Route extended 44 (Monday-Friday and Sunday) Woolwich-Eltham-(midday)-Lee Green-Lewisham <i>Abbey Wood Depot</i>
<u>1926 LCC</u> Double trolley line from Lee Green to Woolwich converted to single trolley system	Route 44 and 46 affected
<u>Wednesday 8th August 1928 LCC</u>	Route truncated 44 (Monday-Friday rush hours and Sunday) Woolwich-Eltham <i>Abbey Wood Depot</i>
<u>Thursday 5th February 1931 LCC</u>	Route increased 44 (Monday-Friday and Sunday) Woolwich-Eltham <i>Abbey Wood Depot</i>
<u>Thursday 1st October 1931 LCC</u> First part of Westhorne Avenue, Eltham opened	Route partially diverted 44 Woolwich-(Monday-Friday and Sunday) Eltham or (daily) Briset Road, Westhorne Avenue <i>Abbey Wood Depot</i>
<u>Thursday 30th June 1932 LCC</u> Second part of Westhorne Avenue opened	Route truncated 44 (Weekdays) Woolwich-Eltham <i>Abbey Wood Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 44 (Weekdays) Woolwich-Eltham <i>Abbey Wood Depot</i>
<u>Wednesday 20th September 1944</u> New curve at Woolwich opened (built on Sunday 27th August 1944)	Weekday early morning cars on routes 36, 38, 40, 44 and 46 westbound only
<u>Friday 12th December 1947</u>	Route extended 44 (Weekdays) Woolwich-Eltham Green (Yorkshire Grey) <i>Abbey Wood Depot</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 44 (Weekdays) Woolwich-Eltham Green (Yorkshire Grey) <i>Abbey Wood Depot</i>
<u>Saturday 5th July 1952</u> Stage 8 of Bus conversion Abbey Wood and New Cross Depots converted to bus	Route replaced by 186 bus 44 (Weekdays) Woolwich-Eltham Green (Yorkshire Grey) <i>Abbey Wood Depot</i>

Route MET 44	
<u>Thursday 29th August 1912 MET</u>	New route (MET 44) Cricklewood-North Finchley-Barnet (Sunday) <i>Finchley Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 44 Cricklewood-North Finchley-Barnet (Sunday) <i>Finchley Depot</i>
<u>Wednesday 4th October 1916</u>	Route withdrawn (MET) 44 Cricklewood-North Finchley-Barnet (Sunday) <i>Finchley Depot</i>

<u>July 1921 MET</u>	Route reinstated (MET) 44 Cricklewood-North Finchley-Barnet (Saturday and Sunday) <i>Finchley Depot</i>
<u>Monday 14th May 1923 MET</u>	Route withdrawn (MET) 44 Cricklewood-North Finchley-Barnet (Saturday and Sunday) <i>Finchley Depot</i>

Route 45	
<u>Thursday 24th October 1872 NMET</u> Shoreditch-Dalston-Stoke Newington opened	New horse route (45H) (Red) Shoreditch-Dalston-Stoke Newington <i>Temporary Sidings at Balls Pond Stables</i>
<u>Saturday 2nd November 1872 NMET</u> Stoke Newington-Stamford Hill opened	Horse route extended (45H) (Red) Shoreditch-Dalston-Stamford Hill <i>Temporary Sidings at Balls Pond Stables</i>
<u>Monday 2nd December 1872 NMET</u> Old Street-Shoreditch opened	Horse route extended (45H) (Red) Moorgate-Shoreditch-Dalston-Stamford Hill <i>Temporary Sidings at Balls Pond Stables</i>
<u>Saturday 17th July 1875 NMET</u>	Horse route allocation revised (45H) (Red) Moorgate-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (45H) (Red) Moorgate-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Wednesday 24th August 1904 MET and MCC</u> Public opening of Stamford Hill to Tottenham (Brantwood Road) line (MET line) Line between Seven Sisters' Corner and Stamford Hill still operated by horse cars (Route 45H extended)	Horse route extended (45H) (Red) Moorgate-Shoreditch-Dalston-Stamford Hill-Seven Sisters' Corner <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Wednesday 12th April 1905 MET</u>	Horse route truncated (45H) (Red) Moorgate-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (45H) (Red) Moorgate-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Wednesday 6th February 1907 LCC</u> Stamford Hill-Dalston-Shoreditch reopened for electric cars	New route (45) Stamford Hill-Dalston-Shoreditch <i>Stamford Hill Depot</i> Horse route withdrawn (45H) Moorgate-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Tuesday 7th March 1907 LCC</u>	Electrical breakdown on route (45) resulted in partial temporary horse replacement route until Sunday 10th March 1907
<u>Friday 29th March 1907 LCC</u> Shoreditch-Old Street-City Road-Moorgate and Whitechapel (Gardiner's Corner)-Leman Street-London Docks reopened for electric cars	Route reduced (45) Stamford Hill-Dalston-Shoreditch-Moorgate <i>Stamford Hill Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 45 Stamford Hill-Dalston-Shoreditch-Moorgate <i>Stamford Hill Depot</i>
<u>Thursday 20th March 1913 LCC</u> Norton Folgate-Liverpool Street Station opened	Route reduced 45 Stamford Hill-Dalston-Shoreditch-Moorgate <i>Stamford Hill Depot</i>
<u>Tuesday 7th December 1915 LCC</u>	Route reduced 45 Stamford Hill-Dalston-Shoreditch-Moorgate (not Weekdays late evening or Sunday morning) <i>Stamford Hill Depot</i>
<u>early 1916 LCC</u>	Route reduced 45 Stamford Hill-Dalston-Shoreditch-Moorgate (Weekdays, not late evening) <i>Stamford Hill Depot</i>
<u>Tuesday 12th May 1918 LCC</u>	Route reduced 45 Stamford Hill-Dalston-Shoreditch-Moorgate (Weekdays, not early or late evening) <i>Stamford Hill Depot</i>

by 1922 LCC Kingsland Road reconstructed to centre conduit system	Route 43, 45, 47 and 49 affected
<u>Tuesday 5th August 1924 LCC</u>	Route reduced 45 Stamford Hill-Dalston-Shoreditch-Moorgate (Weekdays, not early or late evening or Saturday afternoon) <i>Stamford Hill Depot</i>
<u>Thursday 28th May 1931 LCC</u>	Route withdrawn 45 Stamford Hill-Dalston-Shoreditch-Moorgate (Weekdays, not early or late evening or Saturday afternoon) <i>Stamford Hill Depot</i>

Route LT 45	
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(MET) 40 route became 45 45 Cricklewood-North Finchley (Tally Ho)-(rush hours and Saturday and Sunday afternoon and evenings) Whetstone (and Weekdays special journeys to Edgware and Harlesden) <i>Finchley Depot</i>
<u>Sunday 21st April 1935</u>	Route extended 45 Cricklewood-North Finchley (Tally Ho)-(rush hours and Saturday and Sunday afternoon and evenings) Whetstone (and Weekdays special journeys to Edgware and Harlesden)-(Sunday afternoons) Barnet (not UCC cars) <i>Finchley Depot</i>
<u>Sunday 10th November 1935</u> <u>Thursday 23rd July 1936</u>	Route reduced 45 Cricklewood-North Finchley (Tally Ho)-(rush hours and Saturday and Sunday afternoon and evenings) Whetstone (and Weekdays special journeys to Edgware and Harlesden) <i>Finchley Depot</i>
<u>Sunday 5th July 1936</u> Trolleybus conversion	Route reduced 45 Cricklewood-North Finchley (Tally Ho)-(rush hours and Saturday and Sunday afternoon and evenings) <i>Finchley Depot</i>
<u>Sunday 2nd August 1936</u> Trolleybus conversion	Route replaced by trolleybus

Route 46	
<u>Saturday 1st August 1891 SLT</u> Connection between Waterloo Road and London Road at St George's Circus installed	New horse route (46H) (Yellow) Waterloo Station-Elephant and Castle-Camberwell-Peckham <i>Camberwell (Walworth Road) and Peckham (Rye Lane) Depots</i>
<u>Sunday 1st January 1899 LCC and LTC</u> London Tramways Company purchased by LCC	Horse route taken over (46H) (Yellow) Waterloo Station-Elephant and Castle-Camberwell-Peckham <i>Camberwell (Walworth Road) and Peckham (Rye Lane) Depots</i>
<u>Thursday 18th February 1904 LCC</u>	New route (46) Waterloo Station-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham Depot</i> Horse route withdrawn (46H) Waterloo Station-Elephant and Castle-Camberwell-Peckham <i>Camberwell (Walworth Road) and Peckham (Rye Lane) Depots</i>
<u>December 1905 LCC</u>	Route allocation revised (46) Waterloo Station-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>New Cross Depot</i>
<u>Tuesday 30th January 1906 LCC</u> New Cross (Marquis of Granby)-Lewisham (Obelisk) opened	Route truncated (46) Waterloo Station-Elephant and Castle-Camberwell Green-Peckham <i>New Cross Depot</i>
<u>Saturday 4th May 1907 LCC</u> Lewisham Clock Tower-Lee Green opened	Route extended (46) Waterloo Station-Elephant and Castle-Camberwell Green-Peckham-New Cross-Lewisham Clock Tower-Lee Green <i>New Cross Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 46 Waterloo Station-Elephant and Castle-Camberwell Green-Peckham-New Cross-Lewisham Clock Tower-Lee Green <i>New Cross Depot</i>
<u>by January 1916 LCC</u>	Route reduced 46 Waterloo Station-Elephant and Castle-Camberwell Green-Peckham-New Cross-Lewisham-Lee Green (Lee Green-Lewisham Obelisk on Weekdays, extended to New Cross Sunday before 3 pm and to Waterloo Station Sunday after 3 pm) <i>New Cross Depot</i>

<u>Sunday 30th April 1916 LCC</u>	Route truncated 46 Lewisham Obelisk-Lee Green <i>New Cross Depot</i>
<u>Tuesday 17th July 1917 LCC</u>	Route extended 46 Lee Green (Weekdays)-Lewisham Obelisk-(Weekdays rush hours) New Cross-Old Kent Road-St George's Church-Southwark Bridge <i>New Cross Depot</i>
<u>Wednesday 7th November 1917 LCC</u>	Route reduced 46 Lee Green-Lewisham Obelisk-New Cross-Old Kent Road-St George's Church-Southwark Bridge (Weekdays) <i>New Cross Depot</i>
<u>Sunday 10th March 1918 LCC</u>	Route increased 46 Lee Green-Lewisham Obelisk-New Cross-(Weekdays) Old Kent Road-St George's Church-Southwark Bridge <i>New Cross Depot</i>
<u>Saturday 29th November 1919 LCC</u>	Route partially diverted 46 Lee Green-Lewisham Obelisk-New Cross-(Weekdays) Old Kent Road-St George's Church-Southwark Bridge (On Saturday afternoon part of the route ran to Elephant and Castle) <i>New Cross Depot</i>
<u>Saturday 17th January 1920 LCC</u>	Route extended 46 Lee Green-Lewisham Obelisk-New Cross-(Weekdays) Old Kent Road-St George's Church-Southwark Bridge (On Saturday afternoon part of the route ran to Elephant and Castle-Waterloo Station) <i>New Cross Depot</i>
<u>Monday 27th September 1920 LCC</u>	Route reduced 46 Lee Green-Lewisham Obelisk-New Cross-(Weekdays) Old Kent Road-St George's Church-Southwark Bridge (On Saturday afternoon part of the route ran to Elephant and Castle-Waterloo Station) <i>New Cross Depot</i>
<u>Monday 29th November 1920 LCC</u> Lee Green to Eltham Road (Lyme Farm) opened (double overhead system)	Route extended 46 Eltham Road (Lyme Farm)-Lee Green-(Weekdays) Lewisham Obelisk-New Cross-Old Kent Road-St George's Church-Southwark Bridge (On Saturday afternoon to Elephant and Castle-Waterloo Station) <i>New Cross Depot</i>
<u>Friday 25th February 1921 LCC</u> Eltham (Lyme Farm)-Eltham (High Street) opened (double overhead system)	Route extended 46 Eltham (High Street)-Lee Green-Lewisham Obelisk-(Weekdays) New Cross-Old Kent Road-St George's Church-Southwark Bridge (On Saturday afternoon part of the route ran to Elephant and Castle-Waterloo Station) <i>New Cross Depot</i>
<u>Tuesday 22nd March 1921 LCC</u> Eltham Road (High Street to Eltham Church) opened (double overhead system)	Route extended 46 Woolwich-Eltham-Lee Green-Lewisham-New Cross-(Weekdays) Old Kent Road-St George's Church-Southwark Bridge (On Saturday afternoon route ran to Elephant and Castle-Waterloo Station) <i>New Cross Depot</i>
<u>Saturday 25th June 1921 LCC</u>	Route reduced 46 Woolwich-Eltham-Lee Green-Lewisham-New Cross-Old Kent Road-St George's Church-Southwark Bridge <i>New Cross Depot</i>
<u>Tuesday 14th July 1925 LCC</u> Southwark Bridge extension opened	Route extended 46 Woolwich-Eltham-Lee Green-Lewisham-New Cross-Old Kent Road-St George's Church-City and Southwark <i>New Cross Depot</i>
<u>1926 LCC</u> Double trolley line from Lee Green to Woolwich converted to single trolley system	Route 44 and 46 affected
<u>Monday 7th November 1927 LCC</u>	Route allocation revised 46 Woolwich-Eltham-Lee Green-Lewisham-New Cross-Old Kent Road-St George's Church-City and Southwark <i>Abbey Wood and New Cross Depots</i>
<u>Thursday 30th June 1932 LCC</u> Second part of Westhorne Avenue opened	Route reduced on Saturday 46 Woolwich-Eltham-Lee Green-Lewisham-New Cross-Old Kent Road-St George's Church-City and Southwark <i>Abbey Wood and New Cross Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 46 Woolwich-Eltham-Lee Green-Lewisham-New Cross-Old Kent Road-St George's Church-City and Southwark <i>Abbey Wood and New Cross Depots</i>
Thursday 5th May 1938	New route 46EX (Weekday rush hours)Plumstead (Wickham Lane)-Woolwich-Eltham-Lewisham-Greenwich Church <i>Abbey Wood and (Saturday) New Cross Depots</i>

Wednesday 20th September 1944 New curve at Woolwich opened (built on Sunday 27th August 1944)	Weekday early morning cars on routes 36, 38, 40, 44 and 46 westbound only
Wednesday 12th November 1947	Route reduced 46EX (Monday to Friday rush hours) Plumstead (Wickham Lane)-Woolwich-Eltham-Lewisham-Greenwich Church <i>Abbey Wood Depot</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 46 Woolwich-Eltham-Lee Green-Lewisham-New Cross-Old Kent Road-St George's Church-City and Southwark <i>Abbey Wood and New Cross Depots</i> Route at 1st January 1948 46EX (Monday to Friday rush hours) Plumstead (Wickham Lane)-Woolwich-Eltham-Lewisham-Greenwich Church <i>Abbey Wood Depot</i>
Wednesday 13th April 1949	Route reduced 46EX (Monday to Friday morning rush hours) Plumstead (Wickham Lane)-Woolwich-Eltham-Lewisham-Greenwich Church <i>Abbey Wood Depot</i>
Saturday 5th July 1952 Stage 8 of Bus conversion Abbey Wood and New Cross Depots converted to bus	Route replaced by 182 bus 46 Woolwich-Eltham-Lee Green-Lewisham-New Cross-Old Kent Road-St George's Church-City and Southwark <i>Abbey Wood and New Cross Depots</i> Route withdrawn 46EX (Monday to Friday morning rush hours) Plumstead (Wickham Lane)-Woolwich-Eltham-Lewisham-Greenwich Church <i>Abbey Wood Depot</i>

Route MET 46	
<u>Friday 17th December 1909 MET</u> Public opening of North Finchley (Woodberry Grove)-Golders Green (MCC line)	New route (MET 46) Golders Green-North Finchley (Tally Ho) (Weekdays rush hours and Sunday) <i>Finchley Depot</i>
<u>Monday 21st February 1910 MET</u> Golders Green-Cricklewood and Child's Hill branch opened (MCC line)	Route extended (MET 46) Cricklewood 'Crown'-North Finchley (Tally Ho) (Weekdays rush hours and Sunday) <i>Finchley Depot</i>
<u>Mid 1910 MET</u> Cricklewood Broadway-Cricklewood 'Crown' spur closed	Route truncated (MET 46) Cricklewood-North Finchley (Tally Ho) (Weekdays rush hours and Sunday) <i>Finchley Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 46 Cricklewood-North Finchley (Tally Ho) (Weekdays rush hours and Sunday) <i>Finchley Depot</i>
<u>Wednesday 4th October 1916</u>	Route increased (MET) 46 Cricklewood-North Finchley (Tally Ho) <i>Finchley Depot</i>
<u>July 1921 MET</u>	Route reduced (MET) 46 Cricklewood-North Finchley (Tally Ho) (Monday-Friday rush hours, Saturday and Sunday) <i>Finchley Depot</i>
<u>Monday 14th May 1923 MET</u>	Route extended (MET) 46 Cricklewood-North Finchley (Tally Ho) (Monday-Friday rush hours, Saturday and Sunday); to Hampstead Boundary (Childs Hill) afternoon and evening <i>Finchley Depot</i>
<u>Wednesday 20th May 1925 MET</u>	Route truncated (MET) 46 Cricklewood-North Finchley (Tally Ho) (Monday-Friday rush hours, Saturday and Sunday) <i>Finchley Depot</i>
<u>Saturday 22nd May 1926 MET</u>	Route withdrawn (MET) 46 Cricklewood-North Finchley (Tally Ho) (Monday-Friday rush hours, Saturday and Sunday) <i>Finchley Depot</i>

Route 47	
<u>Saturday 6th December 1890 NMET</u> Leman Street-London Docks opened	New horse route (47H) (Yellow) London Docks-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>

<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (47H) (Yellow) London Docks-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (47H) (Yellow) London Docks-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Wednesday 6th February 1907 LCC</u> Stamford Hill-Dalston-Shoreditch reopened for electric cars	Horse route withdrawn (47H) (Yellow) London Docks-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Friday 29th March 1907 LCC</u> Shoreditch-Old Street-City Road-Moorgate and Whitechapel (Gardiner's Corner)-Leman Street-London Docks reopened for electric cars	New route (47) Stamford Hill-Dalston-Shoreditch-Whitechapel (Gardiner's Corner)-Leman Street-London Docks <i>Stamford Hill Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 47 Stamford Hill-Dalston-Shoreditch-Whitechapel (Gardiner's Corner)-Leman Street-London Docks <i>Stamford Hill Depot</i>
<u>Thursday 20th March 1913 LCC</u> Norton Folgate-Liverpool Street Station opened	Route reduced 47 Stamford Hill-Dalston-Shoreditch-Whitechapel (Gardiner's Corner)-Leman Street-London Docks <i>Stamford Hill Depot</i>
<u>by 1922 LCC</u> Kingsland Road reconstructed to centre conduit system	Route 43, 45, 47 and 49 affected
<u>Wednesday 7th August 1929 LCC</u>	Major reconstruction at Aldgate led to temporary closure of parts of route 47
<u>Thursday 3rd October 1929 LCC</u>	Major reconstruction at Aldgate completed route 47 returned to normal
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 47 Stamford Hill-Dalston-Shoreditch-Whitechapel (Gardiner's Corner)-Leman Street-London Docks <i>Stamford Hill Depot</i>
<u>Sunday 30th June 1935</u>	Route extended 47 Seven Sisters Corner (Sunday mornings)-Stamford Hill-Dalston-Shoreditch-Whitechapel (Gardiner's Corner)-Leman Street-London Docks <i>Stamford Hill Depot</i>
<u>Sunday 15th December 1935</u>	Route reduced 47 Stamford Hill-Dalston-Shoreditch-Whitechapel (Gardiner's Corner)-Leman Street-London Docks <i>Stamford Hill Depot</i>
<u>Sunday 7th June 1936</u>	Route increased 47 Edmonton (Early Sunday mornings) -Stamford Hill-Dalston-Shoreditch-Whitechapel (Gardiner's Corner)-Leman Street-London Docks <i>Stamford Hill Depot</i>
<u>Sunday 18th October 1936</u>	Route reduced 47 Stamford Hill-Dalston-Shoreditch-Whitechapel (Gardiner's Corner)-Leman Street-London Docks <i>Stamford Hill Depot</i>
Sunday 30th May 1937	Route increased 47 Seven Sisters Corner (Early Sunday mornings) -Stamford Hill-Dalston-Shoreditch-Whitechapel (Gardiner's Corner)-Leman Street-London Docks <i>Stamford Hill Depot</i>
Sunday 3rd October 1937	Route reduced 47 Stamford Hill-Dalston-Shoreditch-Whitechapel (Gardiner's Corner)-Leman Street-London Docks <i>Stamford Hill Depot</i>
Sunday 15th May 1938	Route increased 47 Seven Sisters Corner (Early Sunday mornings) -Stamford Hill-Dalston-Shoreditch-Whitechapel (Gardiner's Corner)-Leman Street-London Docks <i>Stamford Hill Depot</i>
Sunday 16th October 1938 Trolleybus conversion	Route reduced 47 Stamford Hill-Dalston-Shoreditch-Whitechapel (Gardiner's Corner)-Leman Street-London Docks <i>Stamford Hill Depot</i>
Sunday 5th February 1939 Trolleybus conversion	Route replaced by 647 trolleybus 47 Stamford Hill-Dalston-Shoreditch-Whitechapel (Gardiner's Corner)-Leman Street-London Docks <i>Stamford Hill Depot</i>

Route 48	
<u>Monday 3rd March 1905 LCC</u>	New route (48/1) Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Peckham Peckham <i>Depot</i>
<u>Tuesday 30th January 1906 LCC</u> New Cross (Marquis of Granby)-Lewisham (Obelisk) opened	Route extended (48/1) Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Peckham-New Cross-Lewisham <i>New Cross Depot</i>
<u>Sunday 10th June 1906 LCC</u> Lewisham (Obelisk)-Catford (Rushey Green) opened	Route extended (48/1) Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Peckham-New Cross-Lewisham-Catford <i>New Cross Depot</i>
<u>Monday 10th September 1906 LCC</u>	Route reduced (48/1) Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Peckham-New Cross-(not midday period) Lewisham-Catford <i>Camberwell Depot</i>
<u>Monday 4th February 1907 LCC</u>	Route extended (48/1) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Peckham-New Cross-(not midday period) Lewisham-Catford <i>New Cross Depot</i>
<u>Saturday 4th May 1907 LCC</u>	Route truncated (48/1) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Peckham <i>New Cross Depot</i>
<u>Friday 28th May 1909 LCC</u>	Route withdrawn (48/1) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Peckham <i>Camberwell Depot</i>
<u>Friday 24th May 1912 LCC</u>	New route (48) Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Lee Green (Monday to Friday and Saturday pm) <i>New Cross Depot</i>
<u>Friday 21st June 1912 LCC</u>	Route increased (48) Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Lee Green <i>New Cross Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 48 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Lee Green <i>New Cross Depot</i>
<u>Monday 24th August 1914 LCC</u>	Route reduced 48 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Lee Green (Monday-Friday rush hours, Saturday and Sunday) <i>New Cross Depot</i>
<u>by July 1915 LCC</u>	Route reduced 48 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Lee Green (Monday-Friday rush hours and Sunday) <i>New Cross Depot</i>
<u>Sunday 25th July 1915 LCC</u>	Route reduced 48 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Lee Green (Sunday) <i>New Cross Depot</i>
<u>Sunday 10th March 1918 LCC</u>	Route withdrawn 48 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Lee Green (Sunday) <i>New Cross Depot</i>
<u>Monday 27th September 1920 LCC</u>	New route 48 Lee Green-Lewisham-Greenwich-Blackwall Lane <i>New Cross Depot</i>
<u>Monday 4th October 1920 LCC</u>	Route extended 48 Lee Green-Lewisham-Greenwich-Blackwall Lane-(rush hours) Blackwall Tunnel <i>New Cross Depot</i>
<u>Sunday 7th November 1920 LCC</u>	Route reduced 48 (Weekdays) Lee Green-Lewisham-Greenwich-Blackwall Lane-(rush hours) Blackwall Tunnel <i>New Cross Depot</i>

<u>Saturday 9th April 1921 LCC</u>	Route withdrawn 48 (Weekdays) Lee Green-Lewisham-Greenwich-Blackwall Lane-(rush hours) Blackwall Tunnel <i>New Cross Depot</i>
<u>Thursday 14th May 1931 LCC</u>	New route 48 (Weekdays) Victoria-Stockwell-Brixton-Camberwell Green-Elephant and Castle-St George's Church-Southwark Bridge <i>Camberwell Depot</i>
<u>Thursday 13th August 1931 LCC</u>	Route reduced 48 Victoria-Stockwell (Weekdays rush hours)-Brixton (Weekdays)-Camberwell Green-Elephant and Castle-St George's Church-Southwark Bridge <i>Camberwell Depot</i>
<u>Thursday 14th April 1932 LCC</u>	Route truncated 48 (Weekdays) Brixton-Camberwell Green-Elephant and Castle-St George's Church-Southwark Bridge <i>Camberwell Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 48 (Weekdays) Brixton-Camberwell Green-Elephant and Castle-St George's Church-Southwark Bridge <i>Camberwell Depot</i>
<u>Wednesday 1st November 1933</u>	Route diverted and allocation changed 48 West Norwood-Camberwell Green-Elephant and Castle-St George's Church-Southwark Bridge <i>Norwood Depot</i>
Wednesday 29th October 1941	Route reduced 48 (Weekdays) West Norwood-Camberwell Green-Elephant and Castle-St George's Church-Southwark Bridge <i>Norwood Depot</i>
Wednesday 19th April 1944	Route reduced 48 (Weekdays, not Saturday afternoons or evenings) West Norwood-Camberwell Green-Elephant and Castle-St George's Church-Southwark Bridge <i>Norwood Depot</i>
Wednesday 17th April 1946	Route increased 48 West Norwood-Camberwell Green-Elephant and Castle-St George's Church-Southwark Bridge <i>Norwood Depot</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 48 West Norwood-Camberwell Green-Elephant and Castle-St George's Church-Southwark Bridge <i>Norwood Depot</i>
Saturday 5th January 1952 Stage 6 of Bus conversion	Route replaced by 48 bus 48 West Norwood-Camberwell Green-Elephant and Castle-St George's Church-Southwark Bridge <i>Norwood Depot</i>

Route 49	
<u>Friday 16th August 1878 NMET</u> Shoreditch-Shoreditch opened	New horse route (49H) (White) Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Saturday 16th August 1879 NMET</u> Norton Folgate (Worship Street)-Shoreditch opened	Horse route extended (49H) (White) Norton Folgate-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>By May 1895 NMET</u>	Horse route withdrawn (49H) (White) Norton Folgate-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>By June 1896 NMET</u>	Horse route reinstated (49H) (White) Norton Folgate-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (49H) (White) Norton Folgate-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (49H) (White) Norton Folgate-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Wednesday 6th February 1907 LCC</u> Stamford Hill-Dalston-Shoreditch reopened for electric cars	Horse route withdrawn (49H) Norton Folgate-Shoreditch-Dalston-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>

<u>Tuesday 9th April 1907 LCC</u> Shoreditch-Shoreditch-Norton Folgate (Worship Street) reopened for electric cars	New route (49) Stamford Hill-Dalston-Shoreditch-Norton Folgate <i>Stamford Hill Depot</i>
<u>by Tuesday 15th October 1912 LCC</u>	Route reduced (49) Stamford Hill-Dalston-Shoreditch-(Weekdays rush hours) Norton Folgate <i>Stamford Hill Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 49 Stamford Hill-Dalston-Shoreditch-(Weekdays rush hours) Norton Folgate <i>Stamford Hill Depot</i>
<u>Thursday 20th March 1913 LCC</u> Norton Folgate-Liverpool Street Station opened	Route extended 49 Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i>
<u>Wednesday 2nd June 1920 LCC and MET</u> Through running route 49 introduced	Route extended 49 Waltham Cross (Saturday and Sunday afternoon and evening)-Edmonton Town Hall-Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i>
<u>by 1922 LCC</u> Kingsland Road reconstructed to centre conduit system	Route 43, 45, 47 and 49 affected
<u>Wednesday 24th May 1922 LCC and MET</u>	Route increased 49 Waltham Cross (Weekdays rush hours and Sunday afternoon and evening)-Edmonton Town Hall-Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i>
<u>Wednesday 27th June 1923 LCC and MET</u>	Route increased 49 Waltham Cross-Edmonton Town Hall-Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i>
<u>Wednesday 12th March 1924 LCC and MET</u>	Route reduced 49 Waltham Cross (Saturday and Sunday afternoon and evening)-Ponders End (Weekdays rush hours and Saturday and Sunday afternoon and evening)-Edmonton Town Hall-Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i>
<u>Sunday 5th October 1924 LCC and MET</u>	Route reduced 49 Waltham Cross-Ponders End (Summer Sunday afternoon and evening)-Edmonton Town Hall-Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i>
<u>Monday 26th January 1925 LCC</u>	New route 49EX (Monday-Friday rush hours and Saturday) Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i>
<u>Monday 26th April 1926 LCC</u>	Route reduced 49EX (Monday-Friday rush hours and Saturday) Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>3 cars (Monday-Friday) and 4 cars (Saturday) from Stamford Hill Depot</i>
<u>Saturday 31st July 1926 LCC and MET</u>	Route increased 49 Waltham Cross-Ponders End (Summer Saturday and Sunday afternoon and evening)-Edmonton Town Hall-Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i>
<u>Thursday 3rd August 1927 LCC</u>	Route withdrawn 49EX (Monday-Friday rush hours and Saturday) Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>3 cars (Monday-Friday) and 4 cars (Saturday) from Stamford Hill Depot</i>
<u>Friday 1st September 1927 LCC</u>	Route reinstated 49EX (Monday-Friday rush hours and Saturday) Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>3 cars (Monday-Friday) and 4 cars (Saturday) from Stamford Hill Depot</i>
<u>Saturday 8th October 1927 LCC and MET</u>	Route truncated 49 Ponders End (Monday-Friday rush hours)-Edmonton Town Hall-Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i>
<u>Thursday 25th October 1928 LCC</u>	Route withdrawn 49EX (Monday-Friday rush hours and Saturday) Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>3 cars (Monday-Friday) and 4 cars (Saturday) from Stamford Hill Depot</i>
<u>Thursday 29th May 1930 LCC</u>	New route 49EX (Monday-Friday rush hours) Smithfield-Dalston Junction <i>Stamford Hill Depot</i>
<u>Friday 6th June 1930 LCC</u>	Route truncated 49EX (Monday-Friday rush hours) Smithfield-Dalston Junction (Smithfield-Downham Road or Amhurst Road alternately during morning) <i>Stamford Hill Depot</i>

<u>Thursday 5th March 1931 LCC and MET</u>	Route extended 49 Enfield Town-Ponders End (Monday-Friday rush hours and Saturday)-Edmonton Town Hall-Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i>
<u>Thursday 28th May 1931 LCC and MET</u>	Routes increased 49 Enfield Town-Ponders End (Weekdays rush hours)-Edmonton Town Hall-Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i> 49EX (Monday-Friday rush hours) Smithfield-Dalston Junction (Smithfield-Downham Road or Amhurst Road alternately during morning) <i>Stamford Hill Depot</i>
<u>Thursday 29th October 1931 LCC</u>	Route increased 49EX (Weekdays rush hours) Smithfield-Dalston Junction <i>Stamford Hill Depot</i>
<u>Sunday 24th April 1932 LCC and MET</u>	Route truncated on Sunday 49 Enfield Town-Ponders End (Weekdays rush hours)-Edmonton Town Hall (Weekdays)-Tottenham (Bruce Grove)-Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 49 Enfield Town-Ponders End (Weekdays rush hours)-Edmonton Town Hall (Weekdays)-Tottenham (Bruce Grove)-Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i> 49EX (Weekdays rush hours) Smithfield-Dalston Junction <i>Stamford Hill Depot</i>
<u>Sunday 31st December 1933</u>	Route reduced 49 (Weekdays) Enfield Town-Ponders End (rush hours)-Edmonton Town Hall-Tottenham (Bruce Grove)-Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i>
<u>Sunday 16th October 1938</u> Trolleybus conversion	Route partially replaced by 649 trolleybus and became daily 49 Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i>
<u>Sunday 5th February 1939</u> Trolleybus conversion	Route replaced by extension of 649 trolleybus 49 Stamford Hill-Dalston-Shoreditch-Liverpool Street <i>Stamford Hill Depot</i> Route replaced by extension of 649 trolleybus 49EX (Weekdays rush hours) Smithfield-Dalston Junction <i>Stamford Hill Depot</i>

Route LT 49A	
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(MET) 26 route renumbered 49A 49A Ponders End-Southbury Road-Enfield Town (Weekdays) <i>Edmonton Depot</i>
<u>Sunday 16th October 1938</u>	Route replaced by bus 49A Ponders End-Southbury Road-Enfield Town (Weekdays) <i>Edmonton Depot</i>

Route 50	
<u>Saturday 11th October 1890 SEMT</u> South East Metropolitan Tramways Company line from Greenwich (South Street)-Catford opened	New horse route (50H) (White) Greenwich (South Street)-Lewisham-Catford, Rushey Green <i>Catford Depot</i>
<u>Tuesday 1st April 1902 LCC</u> South Eastern Metropolitan Tramways Company purchased by LCC	Horse route taken over (50H) (White) Greenwich, South Street-Lewisham-Catford, Rushey Green <i>Catford Depot</i>
<u>Sunday 1st September 1907 LCC</u> Lewisham (Obelisk) and Greenwich (South Street) closed for reconstruction	Horse route withdrawn (50H) Greenwich, South Street-Lewisham-Catford, Rushey Green <i>Catford Depot</i>
<u>Saturday 4th April 1908 LCC</u> Greenwich, South Street-Lewisham, Obelisk opened	New route (50) Greenwich, South Street-Lewisham-Catford, Rushey Green <i>New Cross Depot</i>
<u>Saturday 18th May 1912 LCC</u>	Route extended (50) Greenwich Church-Lewisham-Catford, Rushey Green <i>New Cross Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 50 Greenwich Church-Lewisham-Catford, Rushey Green <i>New Cross Depot</i>

<u>Monday 25th November 1912 LCC</u>	Route extended 50 Tooley Street-Rotherhithe- Deptford-Greenwich-Lewisham-Catford, Rushey Green <i>New Cross Depot</i>
<u>Thursday 28th November 1912 LCC</u> Bermondsey Street-Stainer Street, Tooley Street opened	Route extended 50 Stainer Street, Tooley Street-Rotherhithe- Deptford-Greenwich-Lewisham-Catford, Rushey Green (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>
<u>Monday 9th December 1912 LCC</u> Stainer Street-Duke Street Hill, Tooley Street opened	Route extended 50 Duke Street Hill, Tooley Street-Rotherhithe- Deptford-Greenwich-Lewisham-Catford, Rushey Green (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>
<u>Saturday 15th February 1913 LCC</u>	Route truncated 50 Greenwich-Lewisham-Catford, Rushey Green <i>New Cross Depot</i>
<u>Thursday 29th May 1913 LCC</u> Forest Hill-Stanstead Road-Catford opened	Route extended 50 Greenwich-Lewisham-Catford-Forest Hill <i>New Cross Depot</i>
<u>Sunday 3rd May 1914 LCC</u>	Route extended 50 Blackwall Tunnel-Greenwich-Lewisham-Catford-Forest Hill <i>New Cross Depot</i>
<u>March 1915 LCC</u>	Extra Workman's New route 50EX Catford to Woolwich Arsenal
<u>Friday 13th August 1915 LCC</u> Connection between Stanstead Road and London Road and Park Road lay-by, Forest Hill opened	Route withdrawn 50 Blackwall Tunnel-Greenwich-Lewisham-Catford-Forest Hill <i>New Cross Depot</i>
<u>by January 1916 LCC</u>	Extra Workman's routes withdrawn 50EX Catford to Woolwich Arsenal
<u>Tuesday 6th March 1917 LCC</u>	Route reintroduced 50 Blackwall Tunnel-Greenwich-Lewisham-Catford-Forest Hill <i>New Cross Depot</i>
<u>Monday 14th August 1922 LCC</u>	Route reduced 50 (Monday to Friday rush hours, Saturday and Sunday) Blackwall Tunnel-Greenwich-Lewisham-Catford-Forest Hill <i>New Cross Depot</i>
<u>Sunday 10th September 1922 LCC</u>	Route reduced 50 (Monday to Friday rush hours and Saturday) Blackwall Tunnel-Greenwich-Lewisham-Catford-Forest Hill <i>New Cross Depot</i>
<u>Wednesday 4th October 1922 LCC</u>	Route reduced 50 (Monday to Friday rush hours and Saturday until evening) Blackwall Tunnel-Greenwich-Lewisham-Catford-Forest Hill <i>New Cross Depot</i>
<u>Thursday 19th April 1928 LCC</u> New junction opened at Catford	Route increased 50 (Weekdays) Blackwall Tunnel-Greenwich-Lewisham-Catford-Forest Hill <i>New Cross Depot</i>
<u>Thursday 15th January 1931 LCC</u> Kingsway Subway reopened for electric cars	Route withdrawn 50 (Weekdays) Blackwall Tunnel-Greenwich-Lewisham-Catford-Forest Hill <i>New Cross Depot</i>

Route 51	
<u>Saturday 12th July 1873 NMET</u> Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Mare Street)-Clapton Pond opened	New horse routes (51H) (Blue) Old Street-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Mare Street)-Clapton Pond <i>Lea Bridge Depot</i> (51/1H) (Yellow) Old Street-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Dalston Lane) <i>Lea Bridge Depot</i>
<u>Wednesday 23rd July 1873 NMET</u> Clapton Pond-Lea Bridge Road opened	Horse route extended (51H) (Blue) Old Street-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Mare Street)-Clapton Pond-Lea Bridge Road <i>Lea Bridge Depot</i>

<p><u>Monday 15th September 1873 NMET</u> Old Street-Goswell Road opened</p>	<p>Horse routes extended (51H) (Blue) Goswell Road-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Mare Street)-Clapton Pond-Lea Bridge Road <i>Lea Bridge Depot</i> (51/1H) (Yellow) Goswell Road-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Dalston Lane) <i>Lea Bridge Depot</i></p>
<p><u>December 1882 NMET</u></p>	<p>Horse route allocations revised (51H) (Blue) Goswell Road-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Mare Street)-Clapton Pond-Lea Bridge Road <i>Hackney and Lea Bridge Depots</i> (51/1H) (Yellow) Goswell Road-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Dalston Lane) <i>Hackney Depot</i></p>
<p><u>Saturday 3rd October 1885 NMET</u> Old Street-Clerkenwell Road-Holborn Town Hall opened</p>	<p>Horse routes extended (51H) (Blue) Holborn Town Hall-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Mare Street)-Clapton Pond-Lea Bridge Road <i>Hackney and Lea Bridge Depots</i> (51/1H) (Yellow) Holborn Town Hall-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Dalston Lane) <i>Hackney Depot</i></p>
<p><u>Monday 12th September 1887 NMET</u> Holborn Town Hall-Clerkenwell Road-Bloomsbury opened</p>	<p>Horse routes extended (51H) (Blue) Bloomsbury-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Mare Street)-Clapton Pond-Lea Bridge Road <i>Hackney and Lea Bridge Depots</i> (51/1H) (Yellow) Bloomsbury-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Dalston Lane) <i>Hackney Depot</i></p>
<p><u>March 1895 NMET</u></p>	<p>Horse route increased (51H) (Blue and Yellow) Bloomsbury-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Mare Street)-Clapton Pond-Lea Bridge Road <i>Hackney and Lea Bridge Depots</i> Horse route withdrawn (51/1H) (Yellow) Bloomsbury-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Dalston Lane) <i>Hackney Depot</i></p>
<p><u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years</p>	<p>Horse routes taken over (51H) (Blue and Yellow) Bloomsbury-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Mare Street)-Clapton Pond-Lea Bridge Road <i>Hackney and Lea Bridge Depots</i></p>
<p><u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated</p>	<p>Horse route taken over (51H) (Blue and Yellow) Bloomsbury-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Mare Street)-Clapton Pond-Lea Bridge Road <i>Hackney and Lea Bridge Depots</i></p>
<p><u>Saturday 18th May 1907 LCC</u> Shoreditch-Hackney Road-Cambridge Heath Road reopened for electric cars</p>	<p>New route (51) Bloomsbury-Shoreditch-Hackney Road-Cambridge Heath Road <i>Stamford Hill Depot</i> Horse route withdrawn (51H) Bloomsbury-Shoreditch-Hackney Road-Cambridge Heath Road-Hackney (Mare Street)-Clapton Pond-Lea Bridge Road <i>Hackney and Lea Bridge Depots</i></p>
<p><u>Saturday 31st July 1909 LCC</u> Hackney Road-Mare Street, Hackney reopened for electric cars</p>	<p>Route extended (51) Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney <i>Hackney Depot</i></p>
<p><u>Thursday 23rd September 1909 LCC</u> Mare Street, Hackney-Clapton Common-Stamford Hill reopened for electric cars</p>	<p>Route extended (51) Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Clapton Common-Stamford Hill <i>Hackney Depot</i></p>
<p><u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars</p>	<p>Route numbered 51 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Clapton Common-Stamford Hill <i>Hackney Depot</i></p>
<p><u>Saturday 2nd November 1912 LCC</u></p>	<p>Route withdrawn 51 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Clapton Common-Stamford Hill <i>Hackney Depot</i></p>
<p><u>Tuesday 26th November 1912 LCC</u> Balls Pond Road-Southgate Road-New North Road and Balls Pond Road connection reopened for electric cars</p>	<p>New route 51 Bloomsbury-Angel Islington-Newington Green-Manor House <i>Holloway Depot</i></p>

<u>Sunday 28th October 1913 LCC</u>	Route increased 51 Bloomsbury-Angel Islington-Newington Green-Manor House <i>Holloway Depot</i>
<u>Friday 6th March 1914 LCC</u>	Route increased 51 Bloomsbury-Angel Islington-Newington Green-Manor House <i>Holloway Depot</i>
<u>Sunday 16th August 1914 LCC and MET</u> Through running route 51 introduced	Route extended 51 Bloomsbury-Angel Islington-Newington Green-Manor House-Hornsey-Muswell Hill <i>Holloway Depot and Wood Green Depot</i>
<u>Monday 1st May 1916 LCC and MET</u> Through working route 51 divided	Route truncated 51 Bloomsbury-Angel Islington-Newington Green-Manor House <i>Holloway Depot</i>
<u>Thursday 15th February 1917 LCC</u>	Route reduced 51 Bloomsbury-Angel Islington-Newington Green-Manor House (Monday-Friday rush hours, Saturday and Sunday) <i>Holloway Depot</i>
<u>Sunday 23rd September 1917 LCC</u>	Route reduced 51 Bloomsbury-Angel Islington-Newington Green-Manor House (Monday-Friday rush hours) and Saturday <i>Holloway Depot</i>
<u>Monday 3rd March 1919 LCC</u>	Route increased 51 Bloomsbury-Angel Islington-Newington Green-Manor House (Weekdays) <i>Holloway Depot</i>
<u>Wednesday 7th July 1920 LCC and MET</u> Through running route 51 restored	Route extended 51 Bloomsbury-Angel Islington-Newington Green-Manor House-Muswell Hill <i>Wood Green Depot</i>
<u>Thursday 3rd May 1928 LCC and MET</u>	Route reduced 51 (Weekdays rush hours) Bloomsbury-Angel Islington-Newington Green- (Weekdays) Manor House-Muswell Hill <i>Wood Green Depot</i>
<u>Thursday 29th November 1928 LCC and MET</u>	Route increased 51 (Weekdays) Bloomsbury-Angel Islington-Newington Green-Manor House- Muswell Hill <i>Wood Green Depot</i>
<u>Thursday 29th January 1931 LCC and MET</u>	D class cars on route 51 replaced by covered-top C/1 and G class cars
<u>Thursday 8th October 1931 LCC and MET</u>	Route diverted 51 (Weekdays) Aldersgate-Angel Islington-Newington Green-Manor House- Muswell Hill (additional early morning journeys to Bloomsbury) <i>Wood Green Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 51 (Weekdays) Aldersgate-Angel Islington-Newington Green-Manor House- Muswell Hill (additional early morning journeys to Bloomsbury) <i>Wood Green Depot</i>
Wednesday 23rd February 1938	Route diverted 51 (Weekdays) Aldersgate-Angel Islington-Newington Green-Manor House-Wood Green (additional early morning journeys to Bloomsbury) <i>Wood Green Depot</i>
Sunday 6th March 1938 Trolleybus conversion	Route withdrawn 51 (Weekdays) Aldersgate-Angel Islington-Newington Green-Manor House-Wood Green (additional early morning journeys to Bloomsbury) <i>Wood Green Depot</i>

Route MET 51	
<u>Monday 1st May 1916 LCC and MET</u> Through working route 51 divided	New route (MET) 51 Manor House-Hornsey-Muswell Hill <i>Wood Green Depot</i>
<u>Wednesday 7th July 1920 LCC and MET</u> Through running route 51 restored	Route withdrawn (MET) 51 Manor House-Hornsey-Muswell Hill <i>Wood Green Depot</i>

Route 52	
<u>Tuesday 28th December 1874 LTC</u> Kennington (Horns)-Elephant and Castle-St George's Church (MST powers) and St George's Road-Bricklayers Arms (PPG powers) opened	New horse route (52H) (White) Old Kent Road (Asylum Road)-Bricklayers Arms-St George's Church-Elephant and Castle-Camberwell Green <i>Camberwell (Walworth Road) and Old Kent Road (Bowles Road) Depots</i>

<u>Monday 4th January 1875 LTC</u> Kennington (Horns)-Elephant and Castle-St George's Church and St George's Road-Bricklayers Arms closed by Board of Trade	Horse route withdrawn (52H) (White) Old Kent Road (Asylum Road)-Bricklayers Arms-St George's Church-Elephant and Castle-Camberwell Green <i>Camberwell (Walworth Road) and Old Kent Road (Bowles Road) Depots</i>
<u>Monday 11th January 1875 LTC</u> Kennington (Horns)-Elephant and Castle-St George's Church and St George's Road-Bricklayers Arms reopened	Horse routes reinstated (52H) (White) Old Kent Road (Asylum Road)-Bricklayers Arms-St George's Church-Elephant and Castle-Camberwell Green <i>Camberwell (Walworth Road) and Old Kent Road (Bowles Road) Depots</i>
<u>Sunday 1st January 1899 LCC and LTC</u> London Tramways Company purchased by LCC	Horse route taken over (52H) (White) Old Kent Road (Asylum Road)-Bricklayers Arms-St George's Church-Elephant and Castle-Camberwell Green <i>Camberwell (Walworth Road) and Old Kent Road (Bowles Road) Depots</i>
<u>Thursday 25th February 1904 LCC</u>	Horse route diverted (partially using unopened electrified tracks) (52H) Southwark Bridge-St George's Church-Old Kent Road (Lord Wellington) <i>Old Kent Road (Bowles Road) Depot</i>
<u>Thursday 8th September 1904 LCC</u>	Horse route extended (52H) Southwark Bridge-St George's Church-Old Kent Road (Lord Wellington)-New Cross <i>Old Kent Road (Bowles Road) Depot</i>
<u>Monday 19th September 1904 LCC</u> Elephant and Castle to St George's Church reopened for electric cars, Newington Causeway to Southwark Bridge (south side) reopened for electric cars, Southwark Bridge Road to St George's Church (Marshalsea Road) opened and St George's Church to Bricklayers Arms reopened for electric cars (all ready for electric route since Monday 1st August 1904)	New route (52) Southwark Bridge-St George's Church-Old Kent Road (Asylum Road) <i>Old Kent Road (Bowles Road) and Old Kent Road (Leo Street) Depots</i> Horse route withdrawn (52H) Southwark Bridge-St George's Church-Old Kent Road (Lord Wellington)-New Cross <i>Old Kent Road (Bowles Road) Depot</i>
<u>Sunday 28th May 1905 LCC</u>	Route extended (52) Southwark Bridge-St George's Church-Old Kent Road-New Cross <i>New Cross Depot</i>
<u>Monday 16th July 1906 LCC</u>	Route extended (52) Southwark Bridge-St George's Church-Old Kent Road-New Cross-Lewisham-Catford (Elephant and Castle-Catford on Summer Sunday) <i>New Cross Depot</i>
<u>Monday 27th April 1908 LCC</u>	Route reduced (52) Southwark Bridge-St George's Church-Old Kent Road-New Cross-Lewisham-Catford (Monday-Friday rush hours, Saturday and Sunday) <i>New Cross Depot</i>
<u>Sunday 22nd October 1911 LCC</u>	Route reduced (52) Southwark Bridge-St George's Church-Old Kent Road-New Cross-Lewisham-Catford (Weekdays rush hours) <i>New Cross Depot</i>
<u>Sunday 19th May 1912 LCC</u>	Route increased (52) Southwark Bridge-St George's Church-Old Kent Road-New Cross-Lewisham-Catford (Monday-Friday rush hours, Saturday and Sunday) <i>New Cross Depot</i>
<u>Sunday 2nd June 1912 LCC</u>	Route reduced (52) Southwark Bridge-St George's Church-Old Kent Road-New Cross-Lewisham-Catford (Weekdays rush hours) <i>New Cross Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 52 Southwark Bridge-St George's Church-Old Kent Road-New Cross-Lewisham-Catford (Weekdays rush hours) <i>New Cross Depot</i>
<u>Thursday 30th March 1922 LCC</u>	Route extended 52 Southwark Bridge-St George's Church-Old Kent Road-New Cross-Lewisham-Catford-Southend Village (Beckenham Lane) (Weekdays rush hours) <i>New Cross Depot</i>
<u>Tuesday 14th July 1925 LCC</u> Southwark Bridge extension opened	Route extended 52 City and Southwark-St George's Church-Old Kent Road-New Cross-Lewisham-Catford-Southend Village (Beckenham Lane) (Weekdays rush hours) <i>New Cross Depot</i>
<u>Monday 29th November 1926 LCC</u>	Route extended 52 City and Southwark-St George's Church-Old Kent Road-New Cross-Lewisham-Catford-Bromley Road, Downham Way (Weekdays rush hours) <i>New Cross Depot</i>
<u>Thursday 15th November 1928 LCC</u> Downham Way, Southover to Grove Park opened	Route extended 52 City and Southwark-St George's Church-Old Kent Road-New Cross-Lewisham-Catford-Grove Park (Weekdays rush hours) <i>New Cross Depot</i>

<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 52 City and Southwark-St George's Church-Old Kent Road-New Cross-Lewisham-Catford-Grove Park (Weekdays rush hours) <i>New Cross Depot</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 52 City and Southwark-St George's Church-Old Kent Road-New Cross-Lewisham-Catford-Grove Park (Weekdays rush hours) <i>New Cross Depot</i>
<u>Saturday 5th January 1952</u> Stage 6 of Bus conversion	Route replaced by 149 bus 52 City and Southwark-St George's Church-Old Kent Road-New Cross-Lewisham-Catford-Grove Park (Weekdays rush hours) <i>New Cross Depot</i>

Route 53	
<u>Saturday 19th July 1873 NMET</u> Mile End Road-Cambridge Road-Hackney Road opened	New horse route (53H) (Red) Aldgate-Mile End-Cambridge Heath Road-Hackney (Well Street) <i>Lea Bridge Depot</i>
<u>Saturday 17th July 1875 NMET</u> Lea Bridge Road-Upper Clapton Road-Stamford Hill opened	New horse route (53/1H) (White) Lea Bridge Road-Upper Clapton Road-Stamford Hill <i>Lea Bridge and Stamford Hill (Portland Avenue) Depots</i>
<u>December 1882 NMET</u>	Horse route allocation revised (53H) (Red) Aldgate-Mile End-Cambridge Heath Road-Hackney (Well Street) <i>Hackney and Lea Bridge Depots</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse routes taken over (53H) (Red) Aldgate-Mile End-Cambridge Heath Road-Hackney (Well Street) <i>Hackney and Lea Bridge Depots</i> (53/1H) (White) Lea Bridge Road-Upper Clapton Road-Stamford Hill <i>Lea Bridge and Stamford Hill (Portland Avenue) Depots</i>
<u>May 1900 NMET</u>	Horse route extended (53H) (Red and White) Aldgate-Mile End-Cambridge Heath Road-Hackney-Lea Bridge Road-Upper Clapton Road-Stamford Hill <i>Hackney, Lea Bridge and Stamford Hill (Portland Avenue) Depots</i> Horse route withdrawn (53/1H) (White) Lea Bridge Road-Upper Clapton Road-Stamford Hill <i>Lea Bridge and Stamford Hill (Portland Avenue) Depots</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (53H) (Red and White) Aldgate-Mile End-Cambridge Heath Road-Hackney-Lea Bridge Road-Upper Clapton Road-Stamford Hill <i>Hackney, Stamford Hill (Portland Avenue) and Lea Bridge Depots</i>
<u>Wednesday 6th February 1907 LCC</u> Stamford Hill-Dalston-Shoreditch reopened for electric cars	Horse route allocation revised (53H) Aldgate-Mile End-Cambridge Heath Road-Hackney-Lea Bridge Road-Upper Clapton Road-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Saturday 31st July 1909 LCC</u> Aldgate-Whitechapel-Bow Bridge reopened for electric cars (partially overhead, ex stud contact system)	Horse route truncated (53H) Mile End-Cambridge Heath Road-Hackney-Lea Bridge Road-Upper Clapton Road-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Thursday 23rd September 1909 LCC</u> Mare Street, Hackney-Clapton Common-Stamford Hill reopened for electric cars	Horse route withdrawn (53H) Mile End-Cambridge Heath Road-Hackney-Lea Bridge Road-Upper Clapton Road-Stamford Hill <i>Stamford Hill (Portland Avenue) Depot</i>
<u>Thursday 6th January 1910 LCC</u> Whitechapel Road-Cambridge Heath Road-Hackney Road reopened for electric cars	New route (53) Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill <i>Hackney and Stamford Hill Depots</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 53 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill <i>Hackney and Stamford Hill Depots</i>
<u>Saturday 2nd November 1912 LCC</u>	Route increased 53 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill <i>Hackney and Stamford Hill Depots</i>
<u>Monday 2nd August 1920 LCC</u>	Route allocation revised 53 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill <i>Hackney Depot</i>
<u>Tuesday 1st April 1924 LCC</u> Amhurst Park line between Stamford Hill and Seven Sisters' Corner opened (postponed from Sunday 23rd March 1924 because of tramwaymen's strike)	Route increased 53 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill-Manor House-Finsbury Park-Camden Town-Euston Road <i>Holloway, Stamford Hill and Hackney Depots</i>

<u>Thursday 3rd May 1928 LCC</u>	Route allocation revised 53 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill-Manor House-Finsbury Park-Camden Town-Euston Road <i>Holloway Depot</i>
<u>Wednesday 7th August 1929 LCC</u>	Major reconstruction at Aldgate led to temporary closure of parts of route , 53
<u>Thursday 3rd October 1929 LCC</u>	Major reconstruction at Aldgate completed route 53 returned to normal
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 53 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill-Manor House-Finsbury Park-Camden Town-Euston Road <i>Holloway Depot</i>
Sunday 5th March 1939 Trolleybus conversion	Route replaced by 653 trolleybus 53 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill-Manor House-Finsbury Park-Camden Town-Euston Road <i>Holloway Depot</i>

Route 54	Including horse bus route over Vauxhall Bridge
<u>Monday 15th April 1872 PPG</u> Vauxhall-Kennington-Camberwell Green opened	New horse route (54H) (Green) Vauxhall Cross-Kennington-Camberwell Green <i>Camberwell (New Road) Depot</i>
<u>Monday 28th July 1873 LTC</u> Metropolitan Street Tramway Company and Pimlico, Peckham and Greenwich Street Tramway Company sold to the London Tramways Company	Horse route taken over (54H) (Green) Vauxhall Cross-Kennington-Camberwell Green <i>Camberwell (New Road) Depot</i>
<u>Monday 20th October 1873 LTC</u> Vauxhall Bridge-Victoria opened	New horse route (54/1H) (Green) Vauxhall Bridge-Victoria <i>Vauxhall Bridge Road Depot</i> New horse bus routes (54HB) (Red) Vauxhall Bridge <i>Vauxhall Bridge Road Depot</i> (54/1HB) (Red) Victoria-Vauxhall Bridge-Kennington Lane-Elephant and Castle <i>Vauxhall Bridge Road Depot</i>
<u>Wednesday 26th November 1873 LTC</u> Steam tram trial	Steam tram trial One day trial in Vauxhall Bridge Road (route (54/1H)); not in public service
<u>By 1899 LTC</u>	Horse bus routes withdrawn (54HB) (Red) Vauxhall Bridge <i>Vauxhall Bridge Road Depot</i> (54/1HB) (Red) Victoria-Vauxhall Bridge-Kennington Lane-Elephant and Castle <i>Vauxhall Bridge Road Depot</i>
<u>Sunday 1st January 1899 LCC and LTC</u> London Tramways Company purchased by LCC	Horse routes taken over (54H) (Green) Vauxhall Cross-Kennington-Camberwell Green <i>Camberwell (New Road) Depot</i> (54/1H) (Green) Vauxhall Bridge-Victoria <i>Vauxhall Bridge Road Depot</i>
<u>Thursday 25th June 1903 LCC</u> Camberwell Green-Kennington Park reopened for electric cars	Horse route truncated (54H) Vauxhall Cross-Kennington Park <i>Camberwell (New Road) Depot</i>
<u>Sunday 2nd August 1903 LCC</u> Kennington-Vauxhall reopened for electric cars	New route (54) Vauxhall Cross-Camberwell Green <i>Camberwell (New Road) Depot</i> Horse route withdrawn (54H) Vauxhall Cross-Kennington Park <i>Camberwell (New Road) Depot</i>
<u>Monday 12th December 1904 LCC</u>	Route allocation revised (54) Vauxhall Cross-Camberwell Green <i>Clapham Depot</i>
<u>Sunday 28th May 1905 LCC</u>	Route allocation revised (54) Vauxhall Cross-Camberwell Green-Peckham-New Cross <i>Peckham Depot</i>
<u>Tuesday 17th October 1905 LCC</u>	Route extended (54) Vauxhall Cross-Camberwell Green-Peckham-New Cross <i>New Cross Depot</i>
<u>Saturday 26th May 1906 LCC</u> Vauxhall Bridge opened and Vauxhall Bridge Road reconstructed for electric cars but used by horse cars	Horse route extended (54/1H) Vauxhall Cross-Vauxhall Bridge-Vauxhall Bridge Road-Victoria <i>Vauxhall Bridge Road Depot</i>
<u>Tuesday 12th June 1906 LCC</u>	Route extended (54) Vauxhall Cross-Camberwell Green-Peckham-New Cross-Lewisham <i>New Cross Depot</i>

<u>Friday 15th June 1906 LCC</u>	Route extended (54) Vauxhall Cross-Camberwell Green-Peckham-New Cross-Lewisham-Catford <i>New Cross Depot</i>
<u>Sunday 5th August 1906 LCC</u> Vauxhall Cross-Vauxhall Bridge-Vauxhall Bridge Road-Victoria reopened for electric cars	Route extended (54) Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Catford <i>New Cross Depot</i> Horse route withdrawn (54/1H) Vauxhall Cross-Vauxhall Bridge-Vauxhall Bridge Road-Victoria <i>Vauxhall Bridge Road Depot</i>
<u>Friday 24th May 1912 LCC</u>	Route allocation revised (54) Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Catford <i>New Cross Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 54 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Catford <i>New Cross Depot</i>
<u>Sunday 5th April 1914 LCC</u> Rushey Green, Catford-Bellingham Road opened	Route extended 54 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Catford-Bellingham Road <i>New Cross Depot</i>
<u>Thursday 9th April 1914 LCC</u> Bellingham Road-Southend opened	Route extended 54 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Catford-Southend <i>New Cross Depot</i>
<u>Tuesday 28th September 1926 LCC</u> Southend to Valeswood Road, Downham Way opened	Route extended 54 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Catford-Southend-Valeswood Road, Downham Way <i>New Cross Depot</i>
<u>Thursday 28th July 1927 LCC</u> Valeswood Road, Downham Way to Southover opened	Route extended 54 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Catford-Southend-Southover, Downham Way <i>New Cross Depot</i>
<u>Thursday 15th November 1928 LCC</u> Downham Way, Southover to Grove Park opened	Route extended 54 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Catford-Southend-Grove Park <i>New Cross Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 54 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Catford-Southend-Grove Park <i>New Cross Depot</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 54 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Catford-Southend-Grove Park <i>New Cross Depot</i>
<u>Saturday 5th January 1952</u> Stage 6 of Bus conversion	Route replaced by 69 bus 54 Victoria-Vauxhall-Camberwell Green-Peckham-New Cross-Lewisham-Catford-Southend-Grove Park <i>New Cross Depot</i>

Route MET 54	
<u>Saturday 3rd December 1904 MET</u> Cricklewood-Hendon-Edgware opened (MCC line)	New route (MET 54) Cricklewood 'Crown'-Hendon <i>Hendon Depot</i>
<u>Saturday 31st March 1906 MET</u> Public opening of Willesden Green-Cricklewood (MCC line)	Route diverted (MET 54) Willesden Green-Cricklewood-Hendon <i>Hendon Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 54 Willesden Green-Cricklewood-Hendon <i>Hendon Depot</i>
<u>Wednesday 4th October 1916</u>	Route reduced (MET) 54 (rush hours) Willesden Green-Cricklewood-Hendon <i>Hendon Depot</i>
<u>Wednesday 5th October 1921 MET</u>	Route extended (MET) 54 (rush hours, Saturday and Sunday) Willesden Green-Cricklewood-Hendon-(Saturday and Sunday) Edgware <i>Hendon Depot</i>
<u>Wednesday 4th October 1922 MET</u>	Route reduced (MET) 54 (Monday to Friday rush hours and Sunday) Willesden Green-Cricklewood-Hendon-(Sunday) Edgware <i>Hendon Depot</i>

<u>Wednesday 7th May 1924 MET</u>	Route increased (MET) 54 (Weekdays) Willesden Green-Cricklewood-Hendon <i>Hendon Depot</i>
<u>Wednesday 6th October 1926 MET</u>	Route reduced (MET) 54 (Weekdays) Willesden Green (not Saturday afternoon or evening)- Cricklewood-Hendon <i>Hendon Depot</i>
<u>December 1929 MET</u>	Route (MET) 54 renumbered (MET) 64 (MET) 54 (Weekdays) Willesden Green (not Saturday afternoon or evening)- Cricklewood-Hendon <i>Hendon Depot</i>

Route 55	Including connecting horse bus routes
<u>Monday 31st March 1890 LBLW</u> Leyton (Baker's Arms)-Leyton (GER) Station) opened	New horse route (55H) (Red) Leyton (Baker's Arms)-Leyton (GER) Station) <i>Leyton (Lea Bridge Road) Depot</i>
<u>Monday 18th April 1892 LBLW</u> Upper Clapton Road (Cornthwaite Road)- Lea Bridge (Waterworks Corner) opened	New horse bus routes (55HB) (Red) Leyton (GER Station)-Stratford-Plaistow-Green Street (Upton Park Stn) <i>Leyton (Lea Bridge Road) Depot</i> (55/1HB) (Red) Stratford-Plaistow-Plashet (White Horse), Upton Park Road <i>Leyton (Lea Bridge Road) Depot</i> (55/2HB) (Red) Forest Gate Station-Stratford-Plaistow-Barking Road (Abbey Arms) <i>Leyton (Lea Bridge Road) Depot</i> (55/3HB) (Red) Upper Clapton Road (Cornthwaite Road)-Homerton High Street-Hackney (Well Street) <i>Leyton (Lea Bridge Road) Depot</i>
<u>1900 LBLW</u> Horse bus routes transferred to Great Eastern Omnibus Company	Horse bus routes transferred (55HB) (Red) Leyton (GER Station)-Stratford-Plaistow-Green Street (Upton Park Stn) <i>Leyton (Lea Bridge Road) Depot</i> (55/1HB) (Red) Stratford-Plaistow-Plashet (White Horse), Upton Park Road <i>Leyton (Lea Bridge Road) Depot</i> (55/2HB) (Red) Forest Gate Station-Stratford-Plaistow-Barking Road (Abbey Arms) <i>Leyton (Lea Bridge Road) Depot</i> (55/3HB) (Red) Upper Clapton Road (Cornthwaite Road)-Homerton High Street-Hackney (Well Street) <i>Leyton (Lea Bridge Road) Depot</i>
<u>Thursday 13th April 1905 LBLW and LEY</u> Lea Bridge, Leyton and Walthamstow Tramway company lines in Leyton and Walthamstow acquired and lines in London leased by Leyton Council	Horse route taken over (55H) (Red) Leyton (Baker's Arms)-Leyton (GER) Station) <i>Leyton (Lea Bridge Road) Depot</i>
<u>October 1906 LEY and WHAM</u> Leyton Station (GER Station)-Thatched House electric tracks opened for horse cars	Horse route extended (55H) (Red) Leyton (Baker's Arms)-Leyton (GER) Station)-Thatched House <i>Leyton (Lea Bridge Road) Depot</i>
<u>Saturday 1st December 1906 LEY and WHAM</u> LEYTON COUNCIL TRAMWAYS OPENED Clapton (Lea Bridge)-Leyton (Baker's Arms)-Whipps Cross-Epping Forest (Rising Sun), Leyton (Baker's Arms) Leyton (GER) Station reopened and Whipps Cross-Leytonstone-Thatched House-West Ham boundary reopened and Leyton (GER) Station-Thatched House-Wanstead Flats officially and publicly opened	Horse route withdrawn (55H) (Red) Leyton (Baker's Arms)-Leyton (GER) Station)-Thatched House <i>Leyton (Lea Bridge Road) Depot</i>
<u>Friday 28th May 1909 LCC</u> King's Cross-Farringdon Road reopened for electric cars, junction with Clerkenwell Road and Swinton Street, King's Cross opened (no route until later)	New route (55) King's Cross-Farringdon Road-Clerkenwell Road-Old Street-Shoreditch-Hackney Road-Cambridge Heath Road <i>Stamford Hill Depot</i>
<u>Saturday 31st July 1909 LCC</u> Hackney Road-Mare Street, Hackney reopened for electric cars	Route allocation revised (55) King's Cross-Farringdon Road-Clerkenwell Road-Old Street-Shoreditch-Hackney Road-Cambridge Heath Road <i>Hackney Depot</i>
<u>Friday 24th September 1909 LCC</u>	Route (55) diverted eastbound via Great Eastern Street and Shoreditch

<u>Mon 27th September 1909 LCC</u>	Route extended (55) King's Cross-Farringdon Road-Clerkenwell Road-Old Street-Shoreditch-Hackney Road-Mare Street, Hackney-Clapton Common-Stamford Hill <i>Hackney Depot</i>
<u>Thursday 6th January 1910 LCC</u> Whitechapel Road-Cambridge Heath Road-Hackney Road reopened for electric cars	Route withdrawn (55) King's Cross-Farringdon Road-Clerkenwell Road-Old Street-Shoreditch-Hackney Road-Mare Street, Hackney-Clapton Common-Stamford Hill <i>Hackney Depot</i>
<u>Monday 11th December 1911 LCC</u> Balls Pond Road-Southgate Road-Bridport Place closed for reconstruction	New route (55) Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) <i>Hackney and Leyton Depots</i>
<u>Sunday 5th May 1912 LCC</u>	Route extended (55) Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Extended to Epping Forest (Rising Sun) during the Summer) <i>Hackney and Leyton Depots</i>
<u>by Tuesday 15th October 1912 LCC</u>	Route increased (55) Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (extended to Epping Forest (Rising Sun) on Sunday) <i>Hackney and Leyton Depots</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (extended to Epping Forest (Rising Sun) on Sunday) <i>Hackney and Leyton Depots</i>
<u>Saturday 2nd November 1912 LCC</u>	Route increased 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (extended to Epping Forest (Rising Sun) during the Summer) <i>Hackney and Leyton Depots</i>
<u>Thursday 20th March 1913 LEY and LCC</u>	Route allocation revised 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (extended to Epping Forest (Rising Sun) during the Summer) <i>Hackney Depot</i>
<u>Monday 11th January 1915 LCC</u> Junction between Mare Street, Hackney and Graham Road double tracked	Route reduced 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) <i>Hackney Depot</i>
<u>Sunday 24th July 1921 LCC</u>	New route 55EX (Weekdays rush hours) Smithfield-Leyton (Baker's Arms) <i>cars from route 55 allocation Hackney and Leyton Depots</i> Route extended 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-(Summer Sunday) Whipps Cross-Epping Forest (Rising Sun) <i>Hackney and Leyton Depots</i>
<u>Thursday 11th October 1928 LCC</u>	Route reduced 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LMS Station <i>Hackney and Leyton Depots</i>
<u>Sunday 19th May 1929 LCC</u>	Route extended 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LMS Station (extended on Summer Sunday to Wanstead Flats or Epping Forest (Rising Sun)) <i>Hackney and Leyton Depots</i>
<u>Thursday 29th June 1929 LCC</u>	Route extended 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LMS Station (extended on Summer Sunday to Wanstead Flats or Epping Forest (Rising Sun) and Saturday afternoons to Wanstead Flats)) <i>Hackney and Leyton Depots</i>
<u>Thursday 15th January 1931 LCC</u>	Route reduced 55 (Weekdays) Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LMS Station (extended on Saturday afternoons to Wanstead Flats) <i>Hackney and Leyton Depots</i>
<u>Sunday 19th April 1931 LCC</u>	Route extended 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station (Sunday Bloomsbury-Epping Forest (Rising Sun) or Wanstead Flats) <i>Hackney and Leyton Depots</i>

<u>Sunday 4th October 1931 LCC</u>	Route reduced 55 (Weekdays) Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station <i>Hackney and Leyton Depots</i>
<u>Sunday 8th May 1932 LCC</u>	Route increased 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station <i>Hackney and Leyton Depots</i>
<u>Sunday 18th September 1932 LCC</u>	Route reduced 55 (Weekdays) Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station <i>Hackney and Leyton Depots</i>
<u>Sunday 4th June 1933 LCC</u>	Route increased 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station (Sunday operation afternoons and evenings Bloomsbury to Wanstead Flats) <i>Hackney and Leyton Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station (Sunday operation afternoons and evenings Bloomsbury to Wanstead Flats) <i>Hackney and Leyton Depots</i> 55EX (Weekdays rush hours) Smithfield-Leyton (Baker's Arms) <i>cars from route 55 allocation Hackney and Leyton Depots</i>
<u>Sunday 8th October 1933</u>	Route reduced 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station <i>Hackney and Leyton Depots</i>
<u>Saturday 14th October 1933</u>	Route extended 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station-(Saturday afternoons and evenings) Vansittart Road-Wanstead Flats, Forest Road <i>Hackney and Leyton Depots</i>
<u>Sunday 20th May 1934</u>	Route extended 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station-(Saturday afternoons, evenings and Sundays) Vansittart Road-Wanstead Flats, Forest Road <i>Hackney and Leyton Depots</i>
<u>Wednesday 3rd October 1934</u>	Route reduced 55 (Weekdays) Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station-(Saturday afternoons and evenings) Vansittart Road-Wanstead Flats, Forest Road <i>Hackney and Leyton Depots</i>
<u>Thursday 4th April 1935</u>	Route allocation changed 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station (Sunday operation afternoons and evenings Bloomsbury to Wanstead Flats) <i>Hackney and Leyton Depots</i> 55EX (Weekdays rush hours) Smithfield-Leyton (Baker's Arms) <i>cars from route 55 allocation Hackney Depot</i>
<u>Sunday 2nd June 1935</u>	Route extended 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station (Sundays Bloomsbury to Wanstead Flats) <i>Hackney and Leyton Depots</i>
<u>Sunday 20th October 1935</u>	Route reduced 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station <i>Hackney and Leyton Depots</i>
<u>Sunday 7th June 1936</u>	Route extended 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station (Sundays Bloomsbury to Epping Forest, Rising Sun) <i>Hackney and Leyton Depots</i>
<u>Thursday 15th October 1936</u>	Route reduced 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Leyton LNER Station-(Monday to Saturday rush hours) Temple Mills Lane <i>Hackney and Leyton Depots</i>

Sunday 6th June 1937 Trolleybus conversion	Route reduced 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) <i>Hackney and Leyton Depots</i>
Sunday 11th June 1939 Trolleybus conversion	Route replaced by 555 trolleybus 55 Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) <i>Hackney and Leyton Depots</i> Route replaced by 555 trolleybus 55EX (Weekdays rush hours) Smithfield-Leyton (Baker's Arms) <i>cars from route 55 allocation Hackney Depot</i>

Route LUT 55	
Saturday 26th May 1906 LUT Brentford-Hanwell, Kingston-Ham Boundary, Richmond Park Gates branch and Norbiton Church-New Malden opened	New routes (LUT 55) Brentford-Hanwell <i>Hanwell Depot</i> (LUT 55/1) Hammersmith-Chiswick-Kew Bridge-Brentford-Hanwell-Southall-Uxbridge <i>Hanwell Depot</i>
Tuesday 16th April 1907 LUT Lower Boston Road closed	Route truncated (LUT 55/1) Hammersmith-Chiswick-Kew Bridge-Brentford-Hanwell-Southall <i>Hanwell Depot</i>
Wednesday 5th October 1910 LUT	Route allocation revised (LUT 55) Brentford-Hanwell <i>Hanwell Depot</i> Route withdrawn (LUT 55/1) Brentford-Hanwell <i>Hanwell Depot</i>
July 1913 LUT	Route numbered (LUT) 55 Brentford-Hanwell <i>Hanwell Depot</i>
Tuesday 8th May 1917 LUT	Route allocation revised (LUT) 55 Brentford-Hanwell <i>Hanwell Depot</i>
Wednesday 15th May 1918 LUT (LUT) routes suspended on Sunday morning	
Sunday 16th June 1918 LUT (LUT) routes reinstated on Sunday morning	
Wednesday 4th May 1921	Route extended (LUT) 55 Brentford-Hanwell-Ealing <i>Hanwell Depot</i>
Tuesday 2nd May 1922 LUT	Route truncated (LUT) 55 Brentford-Hanwell <i>Hanwell Depot</i>
Wednesday 14th March 1923 LUT One-man car 341 entered route on (LUT) 55 route	
Wednesday 2nd September 1925 LUT One-man cars 342-344 entered route on (LUT) 55 route	
Friday 9th November 1928 LUT One-man cars 341-344 withdrawn from (LUT) 55 route	Route extended (LUT) 55 Brentford-Hanwell-(Weekdays rush hours) Ealing <i>Hanwell Depot</i>
Thursday 8th May 1930 LUT	Route increased (LUT) 55 Brentford-Hanwell-(Weekdays) Ealing <i>Hanwell Depot</i>
Thursday 16th February 1933 LUT	Route extended (LUT) 55 Brentford-Hanwell-(Weekdays rush hours) Ealing-Acton <i>Hanwell Depot</i>
Saturday 27th May 1933 LCC and LUT	Route increased (LUT) 55 Brentford-Hanwell-(Weekdays rush hours) Ealing-Acton <i>Hanwell Depot</i> (NB: On Saturday afternoon part route linked with (LUT) 89 and operated Brentford-Hanwell-Ealing (changing route numbers)-Acton-Hammersmith)
Saturday 1st July 1933 LPTB LPTB took over all London tramways	Route at 1st July 1933 (LUT) 55 Brentford-Hanwell-(Weekdays rush hours) Ealing-Acton <i>Hanwell Depot</i> (NB: On Saturday afternoon part route linked with (LUT) 89 and operated Brentford-Hanwell-Ealing (changing route numbers)-Acton-Hammersmith)

<u>Wednesday 4th July 1934</u>	Route extended (LUT) 55 Brentford-Hanwell-(Weekdays rush hours) Ealing-Acton-(Saturday afternoons and evenings)-Hammersmith <i>Hanwell Depot</i>
<u>Sunday 5th April 1936</u> Trolleybus conversion Acton tram Depot partially converted	Allocation changed (LUT) 55 Brentford-Hanwell-(Weekdays rush hours) Ealing-Acton-(Saturday afternoons and evenings)-Hammersmith <i>Acton Depot</i>
<u>Sunday 13th December 1936</u> Trolleybus conversion Acton Depot closed	Route replaced by 655 trolleybus (LUT) 55 Brentford-Hanwell-(Weekdays rush hours) Ealing-Acton-(Saturday afternoons and evenings)-Hammersmith <i>Acton Depot</i>

Route 56	
<u>1896 LCD</u> London Camberwell and Dulwich Tramway lines between Peckham (Heaton Road) and East Dulwich together with Peckham (Hollydale Road) branch opened with a spasmodic route	New horse routes (56H) Peckham (Heaton Road)-Crystal Palace Road-East Dulwich (Plough) <i>Peckham Rye (Kings Arms) Depot</i> (56/1H) Peckham (Hollydale Road-Crystal Palace Road-East Dulwich (Plough) <i>Peckham Rye (Kings Arms) Depot</i>
<u>1900 LCD</u> London Camberwell and Dulwich Tramway lines between Peckham (Heaton Road) and East Dulwich together with Peckham (Hollydale Road) branch finally closed after spasmodic operation	Horse routes closed (56H) Peckham (Heaton Road)-Crystal Palace Road-East Dulwich (Plough) <i>Peckham Rye (Kings Arms) Depot</i> (56/1H) Peckham (Hollydale Road-Crystal Palace Road-East Dulwich (Plough) <i>Peckham Rye (Kings Arms) Depot</i>
<u>Thursday 28th November 1907 LCC</u> East Dulwich, Goose Green to Peckham Rye opened	New route (56) Victoria Embankment (John Carpenter Street)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-East Dulwich-Peckham Rye <i>Camberwell Depot</i>
<u>by Tuesday 15th October 1912 LCC</u>	Route truncated (56) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-East Dulwich-Peckham Rye <i>Camberwell Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 56 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-East Dulwich-Peckham Rye <i>Camberwell Depot</i>
<u>Thursday 16th June 1921 LCC</u>	Route operation revised 56 Peckham Rye-East Dulwich-Camberwell Green-Elephant and Castle-Westminster Bridge-Victoria Embankment (worked with route 84 except on Sunday when it ran to Savoy Street) <i>Camberwell Depot</i>
<u>Monday 12th November 1923 LCC</u> Changing of route numbers on cars on Victoria Embankment loop (except route 76 and 80) discontinued	Route operation revised 56 Peckham Rye-East Dulwich-Camberwell Green-Elephant and Castle-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Peckham Rye (Sunday to Savoy Street and return via Westminster Bridge) (worked with route 84) <i>Camberwell Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 56 Peckham Rye-East Dulwich-Camberwell Green-Elephant and Castle-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Peckham Rye (Sunday to Savoy Street and return via Westminster Bridge) (worked with route 84) <i>Camberwell Depot</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 56 Peckham Rye-East Dulwich-Camberwell Green-Elephant and Castle-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Peckham Rye (Sunday to Savoy Street and return via Westminster Bridge) (worked with route 84) <i>Camberwell Depot</i>
<u>Saturday 6th October 1951</u> Stage 5 of Bus conversion Camberwell Depot converted to bus	Route replaced by 184 bus 56 Peckham Rye-East Dulwich-Camberwell Green-Elephant and Castle-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Peckham Rye (Sunday to Savoy Street and return via Westminster Bridge) (worked with route 84) <i>Camberwell Depot</i>

Route MET 56	
---------------------	--

<u>Saturday 3rd December 1904 MET</u> Cricklewood-Hendon-Edgware opened (MCC line)	New route (MET 56) Cricklewood 'Crown'-Hendon-Edgware <i>Hendon Depot</i>
<u>Saturday 31st March 1906 MET</u> Public opening of Willesden Green-Cricklewood (MCC line)	Route diverted (MET 56) Willesden Green-Cricklewood-Hendon-Edgware <i>Hendon Depot</i>
<u>Thursday 31st October 1907 MET</u> Edgware-Canons Park opened (MCC line)	Route extended (MET 56) Willesden Green-Cricklewood-Hendon-Edgware-Canons Park <i>Hendon Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 56 Willesden Green-Cricklewood-Hendon-Edgware-Canons Park <i>Hendon Depot</i>
<u>Wednesday 4th October 1916</u>	Route withdrawn (MET) 56 Willesden Green-Cricklewood-Hendon-Edgware-Canons Park <i>Hendon Depot</i>
<u>Wednesday 5th October 1921 MET</u>	Route reinstated (MET) 56 Willesden Green-Cricklewood-Hendon-Edgware-Canons Park <i>Hendon Depot</i>
<u>Monday 14th May 1923 MET</u>	Route withdrawn (MET) 56 Willesden Green-Cricklewood-Hendon-Edgware-Canons Park <i>Hendon Depot</i>

Route 57	Including connecting horse bus route
<u>Monday 21st October 1889 LBLW</u>	New horse bus route (57HB) (Red) Leyton (Baker's Arms)-Walthamstow (Hoe Street) <i>Leyton (Lea Bridge Road) Depot</i>
<u>1900 LBLW</u> Horse bus route transferred to Great Eastern Omnibus Company	Horse bus route transferred (57HB) (Red) Leyton (Baker's Arms)-Walthamstow (Hoe Street) <i>Leyton (Lea Bridge Road) Depot</i>
<u>Thursday 6th January 1910 LCC</u> Whitechapel Road-Cambridge Heath Road-Hackney Road reopened for electric cars	New route (57) Moorgate-Shoreditch-Hackney Road-Mare Street, Hackney-Lower Clapton <i>Hackney Depot</i>
<u>Friday 1st July 1910 LEY and LCC</u> Lea Bridge Road connection (overhead system) opened Through running via Lea Bridge Road introduced	Route extended (57) Moorgate-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Epping Forest (Rising Sun) <i>Leyton Depot</i>
<u>Sunday 31st July 1910 LEY and LCC</u>	New Sunday route (57 EX) Norton Folgate-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Sunday) <i>Leyton Depot</i>
<u>Thursday 29th September 1910 LEY and LCC</u>	Route extended (57) Moorgate-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Whipps Cross <i>Leyton Depot</i>
<u>Monday 11th December 1911 LEY and LCC</u>	Route reduced (57) Moorgate-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Weekdays rush hours and Sunday) <i>Leyton Depot</i>
<u>Sunday 7th April 1912 LEY and LCC</u>	Sunday route diverted (57 EX) Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Sunday) (Extended to Epping Forest (Rising Sun) during the Summer) <i>Leyton Depot</i>
<u>Sunday 5th May 1912 LEY and LCC</u>	Route extended (57) Moorgate-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Weekdays) (Extended to Epping Forest (Rising Sun) during the Summer) <i>Leyton Depot</i> Sunday Route withdrawn (57 EX) Bloomsbury-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Sunday) (Extended to Epping Forest (Rising Sun) during the Summer) <i>Leyton Depot</i>
<u>by Tuesday 15th October 1912 LEY and LCC</u>	Route truncated (57) Moorgate-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Weekdays rush hours) <i>Leyton Depot</i>

<u>From Tuesday 15th October 1912 LEY and LCC</u> Number stencils gradually fitted to electric cars	Route numbered 57 Moorgate-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Weekdays rush hours) <i>Leyton Depot</i>
<u>Thursday 20th March 1913 LEY and LCC</u> Norton Folgate-Liverpool Street Station opened	Route diverted 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) <i>Hackney and Leyton Depots</i>
<u>Sunday 13th April 1913 LEY and LCC</u>	Route extended 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Weekdays rush hours and Sunday) Extended (1130 am-630 pm)-Epping Forest (Rising Sun) <i>Hackney and Leyton Depots</i>
<u>Sunday 27th April 1913 LEY and LCC</u>	Route increased 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Weekdays rush hours and Sunday) Extended (from 1130 am)-Epping Forest (Rising Sun) <i>Hackney and Leyton Depots</i>
<u>Tuesday 30th October 1913 LEY and LCC</u>	Route increased 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Weekdays rush hours) Sunday Moorgate-Epping Forest (Rising Sun) <i>Hackney and Leyton Depots</i>
<u>after April 1916 LEY and LCC</u>	Route truncated 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Weekdays rush hours and Sunday) <i>Hackney and Leyton Depots</i>
<u>Wednesday 25th March 1920 LEY and LCC</u>	Route extended 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Weekdays rush hours and Sunday) (extended to Epping Forest (Rising Sun) on Summer Sunday) <i>Leyton Depot</i>
<u>November 1920 LEY and LCC</u>	Route allocation revised 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Weekdays rush hours and Sunday) (extended to Epping Forest (Rising Sun) on Summer Sunday) <i>Hackney and Leyton Depots</i>
<u>Friday 1st July 1921 LEY and LCC</u> LCC took over operation of Leyton tramways	Leyton Council part operation of route taken over 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Weekdays rush hours and Sunday) (extended to Epping Forest (Rising Sun) on Summer Sunday) <i>Hackney and Leyton Depots</i>
<u>Tuesday 2nd August 1921 LEY and LCC</u>	Route increased 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Weekdays rush hours and Sunday) (extended to Epping Forest (Rising Sun) mid day and on Summer Sunday) (also Weekdays peak hour journeys to Smithfield or Bloomsbury) <i>Leyton Depot</i>
<u>Tuesday 20th September 1921 LEY and LCC</u>	Route reduced 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Weekdays rush hours and Sunday) (extended to Epping Forest (Rising Sun) on Summer Sunday) (also Weekdays peak hour journeys to Smithfield or Bloomsbury) <i>Leyton Depot</i>
<u>Sunday 24th January 1926 LEY, LCC and WAL</u> Through running extended (LCC cars only on route 57 until Monday 6th November 1927)	Route extended 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Chingford Mount (also Weekdays peak hour journeys to Smithfield or Bloomsbury) <i>Hackney and Leyton Depots</i>
<u>Sunday 6th November 1927 LEY, LCC and WAL</u> Walthamstow cars started to operate on route 57	Route allocation revised 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Chingford Mount (also Weekdays peak hour journeys to Smithfield or Bloomsbury) <i>Hackney, Leyton and Walthamstow Depots</i>
<u>Monday 16th January 1928 LEY, LCC and WAL</u>	Route allocation revised 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Chingford Mount (also Weekdays peak hour journeys to Smithfield or Bloomsbury) <i>Hackney, Leyton and Walthamstow Depots</i>

<u>Thursday 3rd May 1928 LEY, LCC and WAL</u>	Route allocation revised 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Chingford Mount (also Weekdays peak hour journeys to Smithfield or Bloomsbury) <i>Leyton and Walthamstow Depots</i>
<u>Thursday 5th March 1931 LEY, LCC and WAL</u>	Route allocation revised 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Chingford Mount (also Weekdays peak hour journeys to Smithfield or Bloomsbury) <i>Leyton and Walthamstow Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms)-Chingford Mount (also Weekdays peak hour journeys to Smithfield or Bloomsbury) <i>Leyton and Walthamstow Depots</i>
<u>Sunday 6th June 1937</u> Trolleybus conversion	Route reduced 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (also Weekdays peak hour journeys to Smithfield or Bloomsbury) <i>Leyton Depot</i>
<u>Sunday 11th June 1939</u> Trolleybus conversion	Route replaced by 557 trolleybus 57 Liverpool Street-Shoreditch-Hackney Road-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (also Weekdays peak hour journeys to Smithfield or Bloomsbury) <i>Leyton Depot</i>

Route LUT 57	
<u>Saturday 6th July 1901 LUT</u> Kew Bridge-Hounslow (The Bell) line opened	New route (LUT 57) Shepherds Bush-Chiswick-Kew Bridge-Hounslow (The Bell) <i>Chiswick and Hounslow Depots</i>
<u>Wednesday 13th August 1902 LUT</u> Hounslow (The Bell)-Hounslow Heath (Barrack Road) and Busch Corner-Twickenham (Cole's Bridge) lines opened	Route extended (LUT 57) Shepherds Bush-Chiswick-Kew Bridge-Hounslow Heath <i>Chiswick and Hounslow Depots</i>
<u>July 1913 LUT</u>	Route numbered (LUT) 57 Shepherds Bush-Chiswick-Kew Bridge-Hounslow Heath <i>Chiswick and Hounslow Depots</i>
<u>Wednesday 14th April 1915 LUT</u>	Route allocation revised (LUT) 57 Shepherds Bush-Chiswick-Kew Bridge-Hounslow Heath <i>Chiswick Depot</i>
<u>Tuesday 8th May 1917 LUT</u>	Route allocation revised (LUT) 57 Shepherds Bush-Chiswick-Kew Bridge-Hounslow Heath <i>Chiswick and Hounslow Depots</i>
<u>Wednesday 15th May 1918 LUT</u> (LUT) routes suspended on Sunday morning	
<u>Sunday 16th June 1918 LUT</u> (LUT) routes reinstated on Sunday morning	
<u>Wednesday 4th May 1921</u>	Route reduced (LUT) 57 (Saturday and Sunday) Shepherds Bush-Chiswick-Kew Bridge-Hounslow Heath <i>Chiswick and Hounslow Depots</i>
<u>Tuesday 2nd May 1922 LUT</u>	Route increased (LUT) 57 Shepherds Bush-Chiswick-Kew Bridge-Hounslow Heath <i>Hounslow Depot</i>
<u>Tuesday 11th July 1922 LUT</u> Hounslow (The Bell)-Hounslow Heath closed	Route truncated (LUT) 57 Shepherds Bush-Chiswick-Kew Bridge-Hounslow (The Bell) <i>Hounslow Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (LUT) 57 Shepherds Bush-Chiswick-Kew Bridge-Hounslow (The Bell) <i>Hounslow Depot</i>
<u>Sunday 27th October 1935</u> Trolleybus conversion	Route replaced by trolleybus 657 (LUT) 57 Shepherds Bush-Chiswick-Kew Bridge-Hounslow (The Bell) <i>Hounslow Depot</i>

Route 58	
<u>Monday 19th November 1906 LCC</u> Camberwell Green-East Dulwich (Crystal Palace Road) opened	New route (58) Victoria-Vauxhall-Camberwell Green-East Dulwich <i>Camberwell Depot</i>

<u>Thursday 20th December 1906 LCC</u> East Dulwich (Crystal Palace Road) to (Barry Road, Dulwich Library) opened	Route (58) slightly extended ; allocation unaffected
<u>Saturday 19th December 1908 LCC</u> East Dulwich-Forest Hill opened	Route extended (58) Victoria-Vauxhall-Camberwell Green-East Dulwich-Forest Hill <i>Camberwell Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 58 Victoria-Vauxhall-Camberwell Green-East Dulwich-Forest Hill <i>Camberwell Depot</i>
<u>Friday 13th August 1915 LCC</u> Connection between Stanstead Road and London Road and Park Road lay-by, Forest Hill opened	Route extended 58 Victoria-Vauxhall-Camberwell Green-East Dulwich-Forest Hill-Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
<u>Tuesday 6th March 1917 LCC</u>	Route truncated 58 Victoria-Vauxhall-Camberwell Green-East Dulwich-Forest Hill (workman cars to Catford-Lewisham-Greenwich) <i>Camberwell Depot</i>
<u>Tuesday 12th May 1918 LCC</u>	Route extended 58 Victoria-Vauxhall-Camberwell Green-East Dulwich-Forest Hill-Catford (workman cars to Lewisham-Greenwich) <i>Camberwell Depot</i>
<u>Sunday 10th September 1922 LCC</u>	Route extended 58 Victoria-Vauxhall-Camberwell Green-East Dulwich-Forest Hill-Catford (workman cars and Sunday to Lewisham-Greenwich) (Sunday to Blackwall Tunnel) <i>Camberwell Depot</i>
<u>Thursday 19th April 1928 LCC</u> New junction opened at Catford	Route extended 58 Victoria-Vauxhall-Camberwell Green-East Dulwich-Forest Hill-Catford (Weekdays rush hours, evenings and Sunday)-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
<u>Thursday 25th April 1929 LCC</u>	Route increased 58 Victoria-Vauxhall-Camberwell Green-East Dulwich-Forest Hill-Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 58 Victoria-Vauxhall-Camberwell Green-East Dulwich-Forest Hill-Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 58 Victoria-Vauxhall-Camberwell Green-East Dulwich-Forest Hill-Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
Saturday 6th October 1951 Stage 5 of Bus conversion Camberwell Depot converted to bus	Route replaced by 185 bus 58 Victoria-Vauxhall-Camberwell Green-East Dulwich-Forest Hill-Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>

Route MET 58	
<u>Saturday 22nd December 1906 MET</u> Harlesden 'Royal Oak'-Lock Bridge, Paddington reopened for electric cars	New route (MET 58) Craven Park- Harlesden-Lock Bridge, Paddington <i>Stonebridge Park Depot</i>
<u>Thursday 14th July 1910 LCC and MET</u> Lock Bridge, Paddington-Warwick Crescent, Paddington opened (LCC line)	Route extended (MET 58) Craven Park- Harlesden-Warwick Crescent, Paddington <i>Stonebridge Park Depot</i>
<u>Tuesday 6th December 1910 LCC and MET</u> Paddington (Warwick Crescent)-Paddington (Edgware Road) (LCC line)	Route extended (MET 58) Craven Park- Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 58 Craven Park- Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>Wednesday 3rd May 1916 MET</u>	Route withdrawn (MET) 58 Craven Park- Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>Wednesday 23rd April 1924 MET</u> First British Empire Exhibition at Wembley opened	New route (MET) 58 (Weekdays) Wembley Hill Road-Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>Saturday 1st November 1924 LCC</u> First British Empire Exhibition at Wembley closed	Route withdrawn (MET) 58 (Weekdays) Wembley Hill Road-Harlesden-Paddington <i>Stonebridge Park Depot</i>

Route 59	
<u>Friday 1st July 1910 LEY and LCC</u> Lea Bridge Road connection (overhead system) opened Through running via Lea Bridge Road introduced	New route (59) Aldgate-Whitechapel-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Monday-Friday rush hours, Saturday and Sunday-extended Saturday and Sunday to Leytonstone Epping Forest (Rising Sun) <i>Hackney and Leyton Depots</i>
<u>Thursday 29th September 1910 LEY and LCC</u>	Route extended (59) Aldgate-Whitechapel-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) (Monday-Friday rush hours, Saturday and Sunday-extended Saturday and early Sunday to Whipps Cross and late Sunday to Leytonstone Epping Forest (Rising Sun) <i>Hackney and Leyton Depots</i>
<u>Saturday 9th December 1911 LEY and LCC</u>	Route truncated and operated daily (59) Aldgate-Whitechapel-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) <i>Hackney and Leyton Depots</i>
<u>From Tuesday 15th October 1912 LEY and LCC</u> Number stencils gradually fitted to electric cars	Route numbered 59 Aldgate-Whitechapel-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) <i>Hackney and Leyton Depots</i>
<u>Saturday 2nd November 1912 LEY and LCC</u>	Route withdrawn 59 Aldgate-Whitechapel-Mare Street, Hackney-Lea Bridge Road-Leyton (Baker's Arms) <i>Hackney and Leyton Depots</i>
<u>Saturday 1st March 1913 LCC and MET</u> Through running routes 27 and 59 introduced	New route 59 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Seven Sisters' Corner-Tottenham-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>
<u>Wednesday 14th April 1920 LCC and MET</u>	Route allocation revised 59 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Seven Sisters' Corner-Tottenham-Edmonton Town Hall <i>Edmonton and Holloway Depots</i>
<u>Wednesday 2nd June 1920 LCC and MET</u>	Route allocation revised 59 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Seven Sisters' Corner-Tottenham-Edmonton Town Hall <i>Edmonton Depot</i>
<u>Wednesday 27th October 1920 LCC and MET</u>	Route allocation revised 59 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Seven Sisters' Corner-Tottenham-Edmonton Town Hall <i>Holloway Depot</i>
<u>Wednesday 4th May 1921 LCC and MET</u>	Route extended 59 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Seven Sisters' Corner-Tottenham-Edmonton Town Hall-(Weekdays rush hours)-Enfield Wash (Albany Road)-(Saturday until 3 pm) Ponders End (Southbury Road) <i>Holloway Depot</i>
<u>Wednesday 5th October 1921 LCC and MET</u>	Route truncated 59 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Seven Sisters' Corner-Tottenham-Edmonton Town Hall <i>Holloway Depot</i>
<u>Wednesday 24th May 1922 LCC and MET</u>	Route allocation revised 59 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Seven Sisters' Corner-Tottenham-Edmonton Town Hall <i>Edmonton Depot</i>
<u>Monday 14th May 1923 LCC and MET</u>	Route extended 59 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Seven Sisters' Corner-Tottenham-Edmonton Town Hall-(Weekdays rush hours) Ponders End (Southbury Road) <i>Holloway Depot</i>
<u>Wednesday 7th May 1924 LCC and MET</u>	Route truncated 59 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Seven Sisters' Corner-Tottenham-Edmonton Town Hall <i>Edmonton Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 59 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Seven Sisters' Corner-Tottenham-Edmonton Town Hall <i>Edmonton Depot</i>
<u>Wednesday 13th February 1935</u>	Route extended 59 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Seven Sisters' Corner-Tottenham-Edmonton Town Hall-Waltham Cross <i>Edmonton Depot</i>

Sunday 16th October 1938 Trolleybus conversion	Route replaced by 659 trolleybus 59 Holborn-King's Cross-Nag's Head Holloway-Finsbury Park-Seven Sisters' Corner-Tottenham-Edmonton Town Hall-Waltham Cross <i>Edmonton Depot</i>
--	---

Route 60	
<u>Thursday 25th February 1904 LCC</u>	New horse route (partially using unopened electrified tracks) (60H) Hop Exchange-Southwark Bridge Road-St George's Church-Elephant and Castle-Camberwell Green <i>Camberwell (Walworth Road)</i>
<u>Monday 19th September 1904 LCC</u> Elephant and Castle to St George's Church reopened for electric cars, Newington Causeway to Southwark Bridge (south side) reopened for electric cars, Southwark Bridge Road to St George's Church (Marshalsea Road) opened and St George's Church to Bricklayers Arms reopened for electric cars (all ready for electric route since Monday 1st August 1904)	New routes (60) Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Camberwell Green <i>Camberwell (New Road) Depot</i> (60/1) St George's Church-Elephant and Castle-Camberwell Green <i>Camberwell (New Road) Depot</i> Horse route withdrawn (60H) Hop Exchange-Southwark Bridge Road-St George's Church-Elephant and Castle-Camberwell Green <i>Camberwell (Walworth Road) Depot</i>
<u>Monday 5th December 1904 LCC</u>	Route allocations revised (60) Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Camberwell Green <i>Peckham Depot</i> (60/1) St George's Church-Elephant and Castle-Camberwell Green <i>Peckham Depot</i>
<u>Tuesday 17th October 1905 LCC</u>	Route allocations revised (60) Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Camberwell Green <i>Camberwell Depot</i> (60/1) St George's Church-Elephant and Castle-Camberwell Green <i>Camberwell Depot</i>
<u>Thursday 27th September 1906 LCC</u>	Route allocation revised (60) Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Camberwell Green <i>Camberwell Depot</i>
<u>Monday 26th November 1906 LCC</u>	Route extended (60) Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Camberwell Green-East Dulwich (Weekdays rush hours) <i>Camberwell Depot</i> Routes withdrawn (60/1) St George's Church-Elephant and Castle-Camberwell Green <i>Camberwell Depot</i>
<u>Thursday 20th December 1906 LCC</u> East Dulwich (Crystal Palace Road) to (Barry Road, Dulwich Library) opened	Route (60) slightly extended; allocations unaffected
<u>Monday 14th April 1907 LCC</u>	Route increased (60) Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Camberwell Green-East Dulwich (Weekdays rush hours and Sunday from St George's Church-East Dulwich) <i>Camberwell Depot</i>
<u>by Tuesday 15th October 1912 LCC</u>	Route reduced (60) Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Camberwell Green-East Dulwich (Weekdays rush hours) <i>Camberwell Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 60 Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Camberwell Green-East Dulwich (Weekdays rush hours) <i>Camberwell Depot</i>
<u>Monday 2nd June 1913 LCC</u>	Route extended 60 Southwark Bridge-Southwark Bridge Road-Elephant and Castle-Camberwell Green-East Dulwich (Weekdays rush hours)-(afternoons) Forest Hill <i>Camberwell Depot</i>
<u>Friday 28th November 1913 LCC</u>	Route diverted 60 Southwark Bridge-St George's Church-Elephant and Castle-Camberwell Green-East Dulwich (Weekdays rush hours)-(afternoons) Forest Hill <i>Camberwell Depot</i>
<u>Wednesday 7th October 1915 LCC</u>	Route truncated 60 Southwark Bridge-St George's Church-Elephant and Castle-Camberwell Green-East Dulwich (Weekdays rush hours) <i>Camberwell Depot</i>

<u>Tuesday 14th July 1925 LCC</u> Southwark Bridge extension opened	Route extended 60 City and Southwark-St George's Church-Elephant and Castle-Camberwell Green-East Dulwich (Weekdays rush hours) <i>Camberwell Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 60 City and Southwark-St George's Church-Elephant and Castle-Camberwell Green-East Dulwich (Weekdays rush hours) <i>Camberwell Depot</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 60 City and Southwark-St George's Church-Elephant and Castle-Camberwell Green-East Dulwich (Weekdays rush hours) <i>Camberwell Depot</i>
<u>Saturday 6th October 1951</u> Stage 5 of Bus conversion Camberwell Depot converted to bus	Route replaced by 176A bus 60 City and Southwark-St George's Church-Elephant and Castle-Camberwell Green-East Dulwich (Weekdays rush hours) <i>Camberwell Depot</i>

Route MET 60	
<u>Monday 23rd December 1907 MET</u> Willesden Green-Dudden Hill Lane-Craven Park opened (MCC line)	New route (MET 60) Willesden Green-Harlesden-Lock Bridge, Paddington <i>Stonebridge Park Depot</i>
<u>Thursday 14th July 1910 LCC and MET</u> Lock Bridge, Paddington-Warwick Crescent, Paddington opened (LCC line)	Route extended (MET 60) Willesden Green-Harlesden-Warwick Avenue, Paddington <i>Stonebridge Park Depot</i>
<u>Tuesday 6th December 1910 LCC and MET</u> Paddington (Warwick Crescent)-Paddington (Edgware Road)	Route extended (MET 60) Willesden Green-Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>Wednesday 22nd March 1911 MET</u>	Route extended (MET 60) Cricklewood-Willesden Green-Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 60 Cricklewood-Willesden Green-Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>Monday 14th May 1923 LCC and MET</u> North to South connection at Cricklewood installed	Route extended (MET) 60 Barnet (summer Saturday afternoon and Sunday)-North Finchley-Golders Green-Cricklewood-Willesden Green-Harlesden-Paddington <i>Finchley and Stonebridge Park Depots</i>
<u>Wednesday 7th October 1925 MET</u>	Route allocation revised (MET) 60 Barnet (summer Saturday afternoon and Sunday)-North Finchley-Golders Green-Cricklewood-Willesden Green-Harlesden-Paddington <i>Finchley and Stonebridge Park Depots</i>
<u>Saturday 22nd May 1926 MET</u>	Route extended (MET) 60 Barnet (summer Saturday and Sunday)-North Finchley-Golders Green-Cricklewood-Willesden Green-Harlesden-Paddington <i>Finchley and Stonebridge Park Depots</i>
<u>Thursday 2nd October 1930 MET</u>	Route increased (MET) 60 Barnet (Saturday and summer Sunday)-North Finchley-Golders Green-Cricklewood-Willesden Green-Harlesden-Paddington <i>Finchley and Stonebridge Park Depots</i>
<u>Thursday 8th October 1931 MET</u>	Route reduced (MET) 60 North Finchley (Tally Ho)-Golders Green-Cricklewood-Willesden Green-Harlesden-Paddington <i>Finchley and Stonebridge Park Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (MET) 60 North Finchley (Tally Ho)-Golders Green-Cricklewood-Willesden Green-Harlesden-Paddington <i>Finchley and Stonebridge Park Depots</i>
<u>Sunday 2nd August 1936</u> Trolleybus conversion	Route replaced by trolleybus 660 (MET) 60 North Finchley (Tally Ho)-Golders Green-Cricklewood-Willesden Green-Harlesden-Paddington <i>Finchley and Stonebridge Park Depots</i>

Route 61	
<u>Monday 9th May 1870 NMET</u> North Metropolitan Tramway Company started Whitechapel Church-Bow Bridge opened	New horse route (61H) (Blue) Whitechapel Church-Bow Bridge <i>Bow Wharf Temporary Yard</i>

<u>Wednesday 1st March 1871 NMET</u> Whitechapel Church-Aldgate and Bow Church-Stratford opened	Horse route extended (61H) (Blue) Aldgate-Whitechapel-Bow Bridge-Stratford <i>Bow Wharf Temporary Yard</i>
<u>Wednesday 21st February 1872 NMET</u>	Horse route allocations revised (61H) (Blue) Aldgate-Whitechapel-Bow Bridge-Stratford <i>Stratford (Swan) Depot</i>
<u>Saturday 23rd September 1871 NMET</u> Stratford-Leytonstone (Gurney Road) opened	New horse route (61/1H) (Blue) Stratford-Leytonstone (Gurney Road) <i>Stratford (Swan) Depot</i>
<u>Monday 8th January 1872 NMET</u> Leytonstone (Gurney Road)-Leytonstone (Plough and Harrow) and Union Road Works access line opened	Horse route extended (61/1H) (Blue) Stratford-Leytonstone (Plough and Harrow) <i>Stratford (Swan) Depot</i>
<u>1877 NMET</u> Steam tram trials	Steam tram trials (61/1H) (Blue) Stratford-Leytonstone (Plough and Harrow) <i>Stratford (Swan) Depot</i>
<u>Sunday 14th August 1881 NMET</u> Leytonstone (Plough and Harrow)-Leytonstone (Green Man) opened	Horse route extended (61/1H) (Blue) Stratford-Leytonstone (Green Man) <i>Stratford (Swan) Depot</i>
<u>Friday 28th October 1881 NMET</u> Compressed air tram trials	Compressed air tram trials (61/1H) (Blue) Stratford-Leytonstone (Green Man) <i>Stratford (Swan) Depot</i>
<u>December 1881 NMET</u> Compressed air tram trials completed	Compressed air tram trials completed (61/1H) (Blue) Stratford-Leytonstone (Green Man) <i>Stratford (Swan) Depot</i>
<u>Saturday 4th March 1882 NMET</u> Accumulator tram trials	Accumulator tram trials First known example of electric street traction in UK One day trial at Union Road and Leytonstone (route 61/1H); not in public service
<u>November 1894 NMET</u>	Horse route extended (61H) (Blue) Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone (Green Man) <i>Stratford (Swan) Depot</i> Horse route withdrawn (61/1H) (Blue) Stratford-Leytonstone (Green Man) <i>Stratford (Swan) Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route partially taken over and partially retained in NMET ownership (61H) (Blue) Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone (Green Man) <i>Stratford (Swan) Depot</i>
<u>Sunday 12th February 1899 LCC and NMET</u>	New night horse route (NIGHT 61H) (Blue) Aldgate-Whitechapel-Bow Bridge-Stratford <i>Stratford (Swan) Depot</i>
<u>Wednesday 1st July 1903 NMET and WHAM</u> NMET lines in West Ham purchased by West Ham Council	Horse routes in NMET and WHAM ownership; routes continued to be operated by NMET (61H) (Blue) Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone (Green Man) <i>Stratford (Swan) Depot</i> (NIGHT 61H) (Blue) Aldgate-Whitechapel-Bow Bridge <i>Stratford (Swan) Depot</i>
<u>Saturday 5th August 1905 NMET and WHAM</u> Stratford-Maryland-Leytonstone-Borthwick Road (Thatched House) reopened	Horse route reinstated (61/1H) (Blue) Leytonstone (Thatched House)-Leytonstone (Green Man) <i>Stratford (Swan) Depot</i> Horse cars run over West Ham electric tracks to Stratford Horse route truncated (61H) (Blue) Aldgate-Whitechapel-Bow Bridge-Stratford <i>Stratford (Swan) Depot</i>
<u>Wednesday 9th August 1905 LCC, NMET and WHAM</u> Bow Bridge-Stratford reopened	New route (61/1) Bow Bridge-Stratford-Thatched House <i>Stratford Temporary Depot</i> Horse route truncated (61H) (Blue) Aldgate-Whitechapel-Bow Bridge <i>Stratford (Swan) Depot</i> Horse cars run over West Ham electric tracks to Stratford Horse route operation revised (NIGHT 61H) (Blue) Aldgate-Whitechapel-Bow Bridge <i>Stratford (Swan) Depot</i> <i>Horse cars run over West Ham electric tracks to Stratford</i>

<p><u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated</p>	<p>Horse routes taken over (61H) (Blue) Aldgate-Whitechapel-Bow Bridge Stratford (Swan) Depot horse cars run over West Ham electric tracks to Stratford (NIGHT 61H) (Blue) Aldgate-Whitechapel-Bow Bridge Stratford (Swan) Depot horse cars run over West Ham electric tracks to Stratford</p>
<p><u>Monday 25th June 1906 LCC, LEY and NMET</u> NMET lines in Leyton purchased by Leyton Council</p>	<p>Horse route taken over (61/1H) (Blue) Leytonstone (Thatched House)-Leytonstone (Green Man) Stratford (Swan) Depot Horse cars run over West Ham electric tracks to Stratford</p>
<p><u>Thursday 25th October 1906 WHAM</u></p>	<p>Route allocation revised (61/1) Bow Bridge-Stratford-Thatched House West Ham Depot</p>
<p><u>Saturday 1st December 1906 LEY and WHAM</u> LEYTON COUNCIL TRAMWAYS OPENED Clapton (Lea Bridge)-Leyton (Baker's Arms)-Whipps Cross-Epping Forest (Rising Sun), Leyton (Baker's Arms) Leyton (GER) Station reopened and Whipps Cross-Leytonstone-Thatched House-West Ham boundary reopened and Leyton (GER) Station-Thatched House-Wanstead Flats officially and publicly opened</p>	<p>New route (61/2) Bow Bridge-Stratford-Thatched House-Leytonstone (Green Man) Leyton and West Ham Depots Route extended (61/1) Bow Bridge-Stratford-Thatched House-Leytonstone-Whipps Cross-Leyton (Baker's Arms)-Clapton (Lea Bridge) Leyton and West Ham Depots Horse routes withdrawn (61/1H) (Blue) Leytonstone (Thatched House)-Leytonstone (Green Man) Stratford (Swan) Depot horse cars run over West Ham electric tracks to Stratford</p>
<p><u>Saturday 8th December 1906 LEY and WHAM</u></p>	<p>Route allocations revised (61/1) Bow Bridge-Stratford-Thatched House-Leytonstone-Whipps Cross-Leyton (Baker's Arms)-Clapton (Lea Bridge) Leyton and West Ham Depots (61/2) Bow Bridge-Stratford-Thatched House-Leytonstone (Green Man) Leyton and West Ham Depots</p>
<p><u>Sunday 31st March 1907 LCC</u></p>	<p>Horse route allocations revised (61H) Aldgate-Whitechapel-Bow Bridge Grove Road Depot (NIGHT 61H) Aldgate-Whitechapel-Bow Bridge Grove Road Depot</p>
<p><u>Friday 31st May 1907 LEY and WHAM</u> Through running arrangements altered</p>	<p>Route extended (61/2) Bow Bridge-Stratford-Thatched House-Leytonstone (Green Man)-Whipps Cross-(Saturdays) Epping Forest (Rising Sun) Leyton and West Ham Depots Route withdrawn (61/1) Bow Bridge-Stratford-Thatched House-Leytonstone-Whipps Cross-Leyton (Baker's Arms)-Clapton (Lea Bridge) Leyton and West Ham Depots</p>
<p><u>December 1907 LEY and WHAM</u></p>	<p>Route truncated (61/2) Bow Bridge-Stratford-Thatched House-Leytonstone (Green Man)-Whipps Cross Leyton and West Ham Depots</p>
<p><u>Thursday 25th June 1908 LCC and NMET</u> Whitechapel-Bow Bridge reopened for electric cars (stud contact system)</p>	<p>New route (61) Aldgate-Whitechapel-Bow Bridge Bow Depot (NIGHT 61) Aldgate-Whitechapel-Bow Bridge Horse route reduced (61H) Aldgate-Whitechapel-Bow Bridge Grove Road Depot Horse route withdrawn (NIGHT 61H) (Blue) Aldgate-Whitechapel-Bow Bridge Grove Road Depot</p>
<p><u>Wednesday 21st July 1908 LCC</u> Operation on stud contact route became spasmodic</p>	<p>Route operated spasmodically (61) Aldgate-Whitechapel-Bow Bridge Bow Depot Horse route increased (61H) Aldgate-Whitechapel-Bow Bridge Grove Road Depot</p>
<p><u>Friday 31st July 1908 LCC</u> Operation on stud contact route withdrawn, later reconstructed for conduit and overhead operation</p>	<p>Route withdrawn (61) Aldgate-Whitechapel-Bow Bridge Bow Depot Horse route increased (61H) Aldgate-Whitechapel-Bow Bridge Grove Road Depot</p>

<u>Monday 24th May 1909 LCC</u> Stud contact line closed for reconstruction to conduit and overhead electric system	Horse route withdrawn (61H) Aldgate-Whitechapel-Bow Bridge <i>Grove Road Depot</i>
<u>Saturday 31st July 1909 LCC</u> Aldgate-Whitechapel-Bow Bridge reopened for electric cars (partially overhead, ex stud contact system)	Route restored (61) Aldgate-Whitechapel-Bow Bridge <i>Bow Depot</i> New night route (NIGHT 61) Aldgate-Whitechapel-Bow Bridge <i>Bow Depot</i>
<u>Wednesday 11th May 1910 LEY, LCC and WHAM</u> Through running via Bow Road introduced	Route extended (61) Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone "Green Man" (and Saturday and Sunday)-Whipps Cross-Epping Forest (Rising Sun) <i>16 cars (7 on through route, 11 cars on Aldgate to Bow Bridge short workings) from Bow, Leyton and West Ham Depots</i>
<u>Wednesday 25th May 1910 LEY, LCC and WHAM</u>	Route allocation revised (61) Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone "Green Man" (and Saturday and Sunday)-Whipps Cross-Epping Forest (Rising Sun) <i>15 cars (all on through route) from Bow, Leyton and West Ham Depots</i>
<u>Friday 24th May 1912 LEY, LCC and WHAM</u>	Route extended (61) Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone "Green Man"-Whipps Cross-(Saturday and Sunday) Leyton (Baker's Arms) (and Saturday and Sunday)-Epping Forest (Rising Sun) <i>Bow, Leyton and West Ham Depots</i>
<u>From Tuesday 15th October 1912 LEY, LCC and WHAM</u> Number stencils gradually fitted to electric cars	Route numbered 61 Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone "Green Man"-Whipps Cross-(Saturday and Sunday) Leyton (Baker's Arms) (and Saturday and Sunday)-Epping Forest (Rising Sun) <i>Bow, Leyton and West Ham Depots</i>
<u>Saturday 3rd May 1913 LEY, LCC and WHAM</u>	Route diverted 61 Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone "Green Man"-Whipps Cross-(Saturday and Sunday) Leyton (Baker's Arms)-(Saturday after 12.30 pm and Sunday) Epping Forest (Rising Sun) <i>Bow, Leyton and West Ham Depots</i>
<u>by December 1913 LEY, LCC and WHAM</u>	Route reduced 61 Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone "Green Man"-Whipps Cross-(Saturday and Sunday) Leyton (Baker's Arms)-(Sunday) Epping Forest (Rising Sun) <i>Bow, Leyton and West Ham Depots</i>
<u>Wednesday 1st April 1915 LCC, LEY and WHAM</u>	Route reduced 61 Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone "Green Man"-Whipps Cross-Leyton (Baker's Arms)-(Sunday) Epping Forest (Rising Sun) <i>Bow, Leyton and West Ham Depots</i>
<u>Tuesday 22nd June 1915 LCC</u>	Route withdrawn (NIGHT 61) Aldgate-Whitechapel-Bow Bridge <i>Bow Depot</i>
<u>Monday 22nd May 1916 LEY, LCC and WHAM</u>	Route reduced 61 Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone "Green Man"-Whipps Cross-Leyton (Baker's Arms) <i>Bow, Leyton and West Ham Depots</i>
<u>Friday 1st July 1921 LEY, LCC and WHAM</u> LCC took over operation of Leyton tramways	Leyton Council part operation of route taken over 61 Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone "Green Man"-Whipps Cross-Leyton (Baker's Arms) <i>Bow, Leyton and West Ham Depots</i>
<u>Sunday 31st May 1925 LEY and LCC</u>	Route extended 61 Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone "Green Man"-Whipps Cross-(Sunday) Leyton (Baker's Arms) or Epping Forest (Rising Sun) <i>Bow and Leyton Depots</i>
<u>Saturday 8th October 1927 LEY and LCC</u>	Route reduced 61 Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone-Leyton (Baker's Arms) <i>Bow and Leyton Depots</i>
<u>Wednesday 7th August 1929 EHAM, LEY, LCC and WHAMAM</u>	Major reconstruction at Aldgate led to temporary closure of parts of route 61
<u>Thursday 3rd October 1929 EHAM, LEY, LCC and WHAM</u>	Major reconstruction at Aldgate completed route 61 returned to normal
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 61 Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone-Leyton (Baker's Arms) <i>Bow and Leyton Depots</i>
Friday 10th May 1939	Allocation changed 61 Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone-Leyton (Baker's Arms) <i>Bow Depot</i>

Sunday 5th November 1939 Trolleybus conversion	Route replaced by 661 trolleybus 61 Aldgate-Whitechapel-Bow Bridge-Stratford-Leytonstone-Leyton (Baker's Arms) <i>Bow Depot</i>
--	---

Route LUT 61	
Saturday 6th July 1901 LUT Kew Bridge-Hounslow (The Bell) line opened	New route (LUT 61) Hammersmith-Chiswick-Kew Bridge-Hounslow (The Bell) <i>Chiswick and Hounslow Depots</i>
Wednesday 13th August 1902 LUT Hounslow (The Bell)-Hounslow Heath (Barrack Road) and Busch Corner-Twickenham (Cole's Bridge) lines opened	Route extended (LUT 61) Hammersmith-Chiswick-Kew Bridge-Hounslow Heath <i>Chiswick and Hounslow Depots</i>
July 1913 LUT	Route numbered (LUT) 61 Hammersmith-Chiswick-Kew Bridge-Hounslow Heath <i>Chiswick and Hounslow Depots</i>
Wednesday 14th April 1915 LUT	Route allocation revised (LUT) 61 Hammersmith-Chiswick-Kew Bridge-Hounslow Heath <i>Chiswick Depot</i>
Tuesday 8th May 1917 LUT	Route allocation revised (LUT) 61 Hammersmith-Chiswick-Kew Bridge-Hounslow Heath <i>Chiswick and Hounslow Depots</i>
Wednesday 15th May 1918 LUT (LUT) routes suspended on Sunday morning	
Sunday 16th June 1918 LUT (LUT) routes reinstated on Sunday morning	
Wednesday 4th May 1921	Route increased (LUT) 61 Hammersmith-Chiswick-Kew Bridge-Hounslow Heath <i>Chiswick and Hounslow Depots</i>
Tuesday 2nd May 1922 LUT	Route withdrawn (LUT) 61 Hammersmith-Chiswick-Kew Bridge-Hounslow Heath <i>Chiswick and Hounslow Depots</i>

Route 62	
Monday 15th July 1907 LCC	New route (62) Victoria Embankment (John Carpenter Street)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich <i>Camberwell Depot</i>
Monday 2nd November 1908 LCC	Route reduced (62) Victoria Embankment (John Carpenter Street)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich (Weekdays rush hours) <i>Camberwell Depot</i>
Monday 4th July 1910 LCC	Route extended (62) Victoria Embankment (John Carpenter Street)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-(afternoons) Forest Hill (Weekdays rush hours and Sunday) <i>Camberwell Depot</i>
by Tuesday 15th October 1912 LCC	Route truncated (62) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill (Weekdays pm rush hours) <i>Camberwell Depot</i>
From Tuesday 15th October 1912 LCC Number stencils gradually fitted to electric cars	Route numbered 62 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill (Weekdays pm rush hours) <i>Camberwell Depot</i>
Monday 2nd June 1913 LCC	Route reduced 62 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill (Weekdays am rush hours) <i>Camberwell Depot</i>
Monday 27th March 1916 LCC	Route increased 62 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill (Weekdays am rush hours) <i>Camberwell Depot</i>

<u>Spring 1917 LCC</u>	Route reduced 62 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich (Weekdays rush hours)-Forest Hill (Weekdays am rush hours) <i>Camberwell Depot</i>
<u>by Summer 1919 LCC</u>	Route increased 62 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill (Weekdays rush hours) <i>Camberwell Depot</i>
<u>Monday 8th December 1919 LCC</u>	Route increased 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich <i>Camberwell Depot</i>
<u>Monday 15th December 1919 LCC</u>	Route extended 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill <i>Camberwell Depot</i>
<u>Thursday 16th June 1921 LCC</u>	Route extended 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Catford <i>Camberwell Depot</i>
<u>Monday 14th August 1922 LCC</u>	Route extended 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
<u>Thursday 19th April 1928 LCC</u> New junction opened at Catford	Route diverted 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Catford-Bromley Road, Downham <i>Camberwell Depot</i>
<u>Monday 23rd July 1928 LCC</u>	Route extended 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Catford-Downham Way, Southover <i>Camberwell Depot</i>
<u>Thursday 15th November 1928 LCC</u> Downham Way, Southover to Grove Park opened	Route extended 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Catford-Grove Park <i>Camberwell Depot</i>
<u>Thursday 3rd April 1930 LCC</u> New junction at Stanstead Road, Forest Hill opened	Route truncated 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Catford-Bellingham Road <i>Camberwell Depot</i>
<u>Thursday 3rd July 1930 LCC</u>	Route extended 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Catford-Southend Village (Beckenham Lane) <i>Camberwell Depot</i>
<u>Thursday 15th January 1931 LCC</u> Kingsway Subway reopened for electric cars	Route diverted 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Catford-Lewisham-Greenwich-(not Monday-Friday evenings) Blackwall Tunnel <i>Camberwell Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Catford-Lewisham-Greenwich-(not Monday-Friday evenings) Blackwall Tunnel <i>Camberwell Depot</i>
<u>Wednesday 5th July 1939</u>	Route reduced 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Weekdays peak hours) Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>

Wednesday 1st April 1942	Route increased 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Weekdays peak hours and Saturday evenings) Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
Wednesday 28th October 1942	Route reduced 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Weekdays peak hours) Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
Wednesday 21st April 1943	Route increased 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Weekdays peak hours and Saturday evenings) Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
Wednesday 20th October 1943	Route reduced 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Weekdays peak hours) Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
Wednesday 19th April 1944	Route increased 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Weekdays peak hours and Saturday evenings) Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
Wednesday 25th October 1944	Route reduced 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Weekdays peak hours) Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 62 (Weekdays) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle-Camberwell Green-East Dulwich-Forest Hill-Weekdays peak hours) Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
Wednesday 10th November 1948	Route reduced on Saturdays 62 (Monday to Friday and Saturday am) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle (Weekdays)-Camberwell Green-East Dulwich-Forest Hill-Weekdays peak hours) Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>
Saturday 6th October 1951 Stage 5 of Bus conversion Camberwell Depot converted to bus	Route replaced by 176 bus 62 (Monday to Friday and Saturday am) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Circus-Elephant and Castle (Weekdays)-Camberwell Green-East Dulwich-Forest Hill-Weekdays peak hours) Catford-Lewisham-Greenwich-Blackwall Tunnel <i>Camberwell Depot</i>

Route MET 62	
Saturday 7th July 1888 HRP Harrow Road and Paddington Tramway opened-Harlesden Green-Lock Bridge, Paddington and Maida Vale (Cambridge Road)-Chippenham Road	New horse routes (MET 62H) (Red and brown) Harlesden Green-Lock Bridge, Paddington <i>Kensal Green (Trenmar Gardens) Depot</i> (MET 62/1H) (Red and brown) Maida Vale (Cambridge Road)-Chippenham Road-Lock Bridge, Paddington <i>Kensal Green (Trenmar Gardens) Depot</i>
By August 1894 HRP Maida Vale (Cambridge Road)-Chippenham Road route had ceased except for the statutory car	Horse route withdrawn (MET 62/1H) (Red and brown) Maida Vale (Cambridge Road)-Chippenham Road-Lock Bridge, Paddington <i>Kensal Green (Trenmar Gardens) Depot</i>
1895 HRP (MET 62/1H) Maida Vale (Cambridge Road) track removed	
Thursday 16th August 1906 HRP and MET Harrow Road and Paddington Tramway sold to (MET)	Route taken over (MET 62H) (Red and brown) Harlesden Green-Lock Bridge, Paddington <i>Kensal Green (Trenmar Gardens) Depot</i>

<u>Saturday 1st September 1906 MET</u>	Horse route withdrawn (MET 62H) Harlesden Green-Lock Bridge, Paddington <i>Kensal Green (Trenmar Gardens) Depot</i>
<u>Wednesday 10th October 1906 MET</u> Harlesden 'Royal Oak'-Stonebridge Park opened (MCC line)	New route (MET 62) Harlesden 'Royal Oak'-Stonebridge Park <i>Stonebridge Park Depot</i>
<u>Saturday 22nd December 1906 MET</u> Harlesden 'Royal Oak'-Lock Bridge, Paddington reopened for electric cars	Route extended (MET 62) Stonebridge Park-Harlesden-Lock Bridge, Paddington <i>Stonebridge Park Depot</i>
<u>Tuesday 5th November 1907 LCC and MET</u> (MET 62/1H) Agreement to remove junction between Harrow Road and Chippenham Road	
<u>Monday 23rd December 1907 MET</u> Willesden Green-Dudden Hill Lane-Craven Park opened (MCC line)	Route reduced (MET 62) Stonebridge Park-Harlesden-Lock Bridge, Paddington <i>Stonebridge Park Depot</i>
<u>Wednesday 15th April 1908 MET</u> Stonebridge Park-Wembley opened	Route extended (MET 62) Wembley-Harlesden-Lock Bridge, Paddington <i>Stonebridge Park Depot</i>
<u>Thursday 14th July 1910 LCC and MET</u> Lock Bridge, Paddington-Warwick Crescent, Paddington opened (LCC line)	Route extended (MET 62) Wembley-Harlesden-Warwick Crescent, Paddington <i>Stonebridge Park Depot</i>
<u>Saturday 24th September 1910 MET</u> Sudbury 'Swan'-Wembley opened (MCC line)	Route extended (MET 62) Sudbury-Wembley-Harlesden-Warwick Crescent, Paddington <i>Stonebridge Park Depot</i>
<u>Tuesday 6th December 1910 LCC and MET</u> Paddington (Warwick Crescent)-Paddington (Edgware Road) (LCC line)	Route extended (MET 62) Sudbury-Wembley-Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>Tuesday 30th January 1912 LCC</u> (MET 62/1H) LCC acquired Chippenham Road line (only statutory car operated)	
<u>December 1912 LCC</u> (MET 62/1H) Chippenham Road line track removed	
<u>July 1913 MET</u>	Route numbered (MET) 62 Sudbury-Wembley-Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>Thursday 4th May 1933 MET</u>	Route truncated (MET) 62 Sudbury-Wembley (Weekdays)-Stonebridge Park-Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (MET) 62 Sudbury-Wembley (Weekdays)-Stonebridge Park-Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>Sunday 3rd February 1935</u>	Route became daily (MET) 62 Sudbury-Wembley-Stonebridge Park-Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>Sunday 23rd August 1936</u> Trolleybus conversion Stonebridge Park Depot converted to trolleybus	Route replaced by 662 trolleybus (MET) 62 Sudbury-Wembley-Stonebridge Park-Harlesden-Paddington <i>Stonebridge Park Depot</i>

Route 63	
<u>Monday 31st May 1886 NMET</u> Stratford-Forest Gate opened	New horse route (63H) (Red) Stratford-Forest Gate <i>Stratford (Swan) Depot</i>
<u>Tuesday 6th July 1886 NMET</u> Battery electric tram trials	Battery electric tram trials (63H) (Red) Stratford-Forest Gate <i>Stratford (Swan) Depot</i>
<u>Wednesday 8th September 1886 NMET</u> Forest Gate-Manor Park opened	Horse route extended (63H) (Red) Stratford-Manor Park <i>Manor Park and Stratford (Swan) Depots</i>
<u>Saturday 26th February 1887 NMET</u> Daily battery electric trams	Daily battery electric trams (63H) (Red) Stratford-Forest Gate <i>Stratford (Swan) Depot</i>
<u>Sunday 8th July 1888 NMET</u> Battery electric trams withdrawn	Battery electric trams withdrawn (63H) (Red) Stratford-Forest Gate <i>Stratford (Swan) Depot</i>

<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route retained in NMET ownership (63H) (Red) Stratford-Manor Park <i>Manor Park and Stratford (Swan) Depots</i>
<u>December 1897 NMET</u>	Horse route extended (63H) (Red) Aldgate-Whitechapel-Bow Bridge-Stratford-Manor Park <i>Manor Park and Stratford (Swan) Depots</i>
<u>By Saturday 29th November 1902 EHAM</u>	New route (63/1) Manor Park-Ilford Boundary <i>East Ham Depot</i>
<u>Wednesday 1st July 1903 NMET and WHAM</u> NMET lines in West Ham purchased by West Ham Council	Horse routes in NMET and WHAM ownership; route continued to be operated by NMET (63H) (Red) Aldgate-Whitechapel-Bow Bridge-Stratford-Manor Park <i>Manor Park and Stratford (Swan) Depots</i>
<u>Saturday 1st April 1905 EHAM and ILF</u> Ilford Boundary-Ilford leased to East Ham and track connected	Route extended (63/1) Manor Park-Ilford <i>East Ham Depot</i>
<u>Friday 21st April 1905 NMET and WHAM</u> Stratford-Forest Gate (Princess Alice) reopened and lay-by at Stratford opened	New routes (63/2) Stratford-Forest Gate-Green Street / Romford Road <i>Stratford Temporary Depot</i> Horse route truncated (63H) (Red) Green Street / Romford Road-Manor Park <i>Manor Park Depot</i>
<u>Wednesday 9th August 1905 LCC, NMET and WHAM</u> Bow Bridge-Stratford reopened	Route extended (63/2) Bow Bridge-Stratford-Green Street / Romford Road <i>Stratford Temporary Depot</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route retained in NMET ownership (63H) (Red) Green Street / Romford Road-Manor Park <i>Manor Park Depot</i>
<u>Thursday 25th October 1906 WHAM</u>	Route allocation revised (63/2) Bow Bridge-Stratford-Green Street / Romford Road <i>West Ham Depot</i>
<u>Tuesday 28th April 1908 EHAM and NMET</u> NMET lines in East Ham purchased by East Ham Council	Horse route closed (63H) (Red) Green Street / Romford Road-Manor Park <i>Manor Park Depot</i>
<u>Saturday 1st August 1908 EHAM and WHAM</u> Romford Road / Green Street-Romford Road (East Ham boundary) and Woodgrange Park Station-Manor Park reopened	Routes extended (63/1) Woodgrange Park Station-Manor Park-Ilford <i>East Ham Depot</i> (63/2) Bow Bridge-Stratford-Romford Road (East Ham boundary) <i>West Ham Depot</i>
<u>Tuesday 8th September 1908 EHAM and WHAM</u> Romford Road (East Ham boundary)-Woodgrange Park Station reopened	Route extended (63/2) Bow Bridge-Stratford-Woodgrange Park Station <i>West Ham Depot</i>
<u>Wednesday 10th March 1909 EHAM and WHAM</u> Woodgrange Park Station Bridge south side track reopened Through running introduced	Route extended (63/2) Bow Bridge-Stratford-Woodgrange Park-Manor Park-Ilford <i>East Ham and West Ham Depots</i> Route withdrawn (63/1) Woodgrange Park Station-Manor Park-Ilford <i>East Ham Depot</i>
<u>Tuesday 6th April 1909 EHAM and WHAM</u> Woodgrange Park Station Bridge north side track reopened	Route increased (63/2) Bow Bridge-Stratford-Woodgrange Park-Manor Park-Ilford <i>East Ham and West Ham Depots</i>
<u>Wednesday 11th May 1910 LCC, EHAM and WHAM</u> Through running via Bow Road introduced	New route (63) Aldgate-Whitechapel-Bow Bridge-Stratford-Manor Park-Ilford <i>19 cars (8 on through route) from Bow, East Ham and West Ham Depots</i>
<u>Wednesday 25th May 1910 LCC, EHAM and WHAM</u>	Route allocation revised (63) Aldgate-Whitechapel-Bow Bridge-Stratford-Manor Park-Ilford <i>19 (all on through route) cars from Bow, East Ham and West Ham Depots</i>
<u>From Tuesday 15th October 1912 LCC, EHAM and WHAM</u> Number stencils gradually fitted to electric cars	Route numbered 63 Aldgate-Whitechapel-Bow Bridge-Stratford-Manor Park-Ilford <i>Bow, East Ham and West Ham Depots</i>

<u>Monday 22nd May 1916 LCC, EHAM and WHAM</u>	Route allocation revised 63 Aldgate-Whitechapel-Bow Bridge-Stratford-Manor Park-Ilford <i>Bow, East Ham and West Ham Depots</i>
<u>Friday 4th July 1919 LCC, EHAM and WHAM</u>	Route temporarily revised because of track relaying 63 Aldgate-Whitechapel-Bow Bridge-Stratford-Manor Park Broadway <i>Bow, East Ham and West Ham Depots</i>
<u>Friday 9th January 1920 EHAM, LCC and WHAM</u>	Route restored 63 Aldgate-Whitechapel-Bow Bridge-Stratford-Manor Park-Ilford <i>Bow, East Ham and West Ham Depots</i>
<u>Monday 5th January 1925 EHAM, LCC and WHAM</u>	New route 63A Stratford-Manor Park-Ilford <i>Short working cars from route 63 allocation</i>
<u>Sunday 31st May 1925 EHAM, LCC and WHAM</u>	Route allocation revised 63 Aldgate-Whitechapel-Bow Bridge-Stratford-Manor Park-Ilford <i>Bow, East Ham and West Ham Depots</i>
<u>Wednesday 7th August 1929 EHAM, LEY, LCC and WHAM</u>	Major reconstruction at Aldgate led to temporary closure of parts of route 63
<u>Thursday 3rd October 1929 EHAM, LEY, LCC and WHAM</u>	Major reconstruction at Aldgate completed route 63 returned to normal
<u>Friday 31st March 1930 LCC</u>	Route withdrawn 63A Stratford-Manor Park-Ilford <i>Short working cars from route 63 allocation</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 63 Aldgate-Whitechapel-Bow Bridge-Stratford-Manor Park-Ilford <i>Bow, East Ham and West Ham Depots</i>
<u>Thursday 17th August 1933</u>	Route allocation revised 63 Aldgate-Whitechapel-Bow Bridge-Stratford-Manor Park-Ilford <i>Bow and West Ham Depots</i>
Sunday 5th November 1939 Trolleybus conversion	Route replaced by 663 trolleybus 63 Aldgate-Whitechapel-Bow Bridge-Stratford-Manor Park-Ilford <i>Bow and West Ham Depots</i>

Route LUT 63	
<u>Saturday 18th March 1882 WMET</u> Shepherds Bush-Young's Corner, Chiswick opened	New horse route (LUT 63H) Shepherds Bush-Young's Corner, Chiswick <i>Shepherd Bush Depot</i>
<u>Saturday 16th December 1882 WMET</u> Young's Corner, Chiswick-Kew Bridge opened	Horse route extended (LUT 63H) Shepherds Bush-Kew Bridge <i>Shepherd Bush Depot</i>
<u>Tuesday 17th April 1883 WMET</u> Kew Green-Richmond (Lower Mortlake Road) opened	New horse route (LUT 63/1H) Kew Green-Richmond (Lower Mortlake Road) <i>Richmond Depot</i>
<u>Tuesday 17th July 1883 WMET</u> Richmond (Lower Mortlake Road)- Richmond (Church Road) opened	Horse route extended (LUT 63/1H) Kew Green-Richmond (Church Road) <i>Richmond Depot</i>
<u>Saturday 1st August 1885 WMET</u>	Horse route truncated (LUT 63H) Shepherds Bush-Young's Corner, Chiswick <i>Shepherd Bush Depot</i>
<u>August 1892 WMET</u>	Horse route allocation revised (LUT 63H) Shepherds Bush-Young's Corner, Chiswick <i>Goldhawk Road Depot</i>
<u>Tuesday 6th March 1894 WMET</u>	Horse routes withdrawn (LUT 63H) Shepherds Bush-Young's Corner, Chiswick <i>Goldhawk Road Depot</i> (LUT 63H/1) Kew Green-Richmond (Church Road) <i>Richmond Depot</i>
<u>Monday 20th August 1894 WMET</u> West Metropolitan Tramway Company purchased by London United Tramways	
<u>October 1894 LUT</u>	Horse routes reintroduced (LUT 63H) (Yellow) Shepherds Bush-Young's Corner, Chiswick-(Sunday and Bank Holidays) Kew Bridge <i>Goldhawk Road Depot</i> (LUT 63/1H) (Yellow) Kew Green-Richmond (Church Road) <i>Richmond Depot</i>

<u>Thursday 4th April 1901 LUT</u> FIRST ELECTRIC STREET TRAMWAY IN LONDON Public opening of Hammersmith-Kew Bridge, Shepherds Bush-Young's Corner and Shepherds Bush-Acton Depot lines	New route (LUT 63) Shepherds Bush-Chiswick-Kew Bridge <i>Chiswick Depot</i> Horse route withdrawn (LUT 63H) (Yellow) Shepherds Bush-Young's Corner, Chiswick-(Sunday and Bank Holidays) Kew Bridge <i>Goldhawk Road Depot</i>
<u>Saturday 6th July 1901 LUT</u> Kew Bridge-Hounslow (The Bell) line opened	Route allocation revised (LUT 63) Shepherds Bush-Chiswick-Kew Bridge <i>Chiswick Depot</i>
<u>Saturday 20th April 1912 LUT</u> Last (LUT) horse tram	Horse route withdrawn (LUT 63/1H) (Yellow) Kew Green-Richmond (Church Road) <i>Richmond Depot</i>
<u>July 1913 LUT</u>	Route numbered (LUT) 63 Shepherds Bush-Chiswick-Kew Bridge <i>Chiswick Depot</i>
<u>Wednesday 15th May 1918 LUT</u> (LUT) routes suspended on Sunday morning	
<u>Sunday 16th June 1918 LUT</u> (LUT) routes reinstated on Sunday morning	
<u>Tuesday 2nd May 1922 LUT</u>	Route reduced and extended (LUT) 63 Shepherds Bush-Chiswick-Kew Bridge-(Weekdays) Brentford (Ealing Road) <i>Acton and Fulwell Depots</i>
<u>Wednesday 4th October 1922 LUT</u>	Route truncated (LUT) 63 Shepherds Bush-Chiswick-Kew Bridge <i>Acton and Fulwell Depots</i>
<u>Wednesday 7th May 1924 LUT</u>	Route extended (LUT) 63 Shepherds Bush-Chiswick-Kew Bridge-(Weekdays) Brentford (Ealing Road) <i>Acton and Fulwell Depots</i>
<u>Thursday 8th May 1930 LUT</u>	Route extended (LUT) 63 Shepherds Bush-Chiswick-Kew Bridge-(Weekdays rush hours) Brentford-Isleworth Fire Station <i>Acton and Fulwell Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (LUT) 63 Shepherds Bush-Chiswick-Kew Bridge-(Weekdays rush hours) Brentford-Isleworth Fire Station <i>Acton and Fulwell Depot</i>
<u>Sunday 27th October 1935</u> Trolleybus conversion	Route withdrawn (LUT) 63 Shepherds Bush-Chiswick-Kew Bridge-(Weekdays rush hours) Brentford-Isleworth Fire Station <i>Acton and Fulwell Depot</i>

Route 64	
<u>Saturday 1st August 1891 SLT</u> Connection between Waterloo Road and London Road at St George's Circus installed	New horse route (64H) (Light Green) Waterloo Station-Elephant and Castle-Castle-Bricklayers Arms-New Cross-Greenwich <i>Old Kent Road (Bowles Road) and Old Kent Road (Leo Street) Depots</i>
<u>Sunday 1st January 1899 LCC and LTC</u> London Tramways Company purchased by LCC	Horse route taken over (64H) (Light Green) Waterloo Station-Elephant and Castle-Castle-Bricklayers Arms-New Cross-Greenwich <i>Old Kent Road (Bowles Road) and Old Kent Road (Leo Street) Depots</i>
<u>Sunday 17th January 1904 LCC</u> Elephant and Castle to East Greenwich via Old Kent Road reopened for electric cars	New route (64) Waterloo-Elephant and Castle-Old Kent Road-New Cross-East Greenwich <i>Old Kent Road (Bowles Road) and Old Kent Road (Leo Street) Depots</i> Horse route withdrawn (64H) Waterloo Station-Elephant and Castle-Castle-Bricklayers Arms-New Cross-Greenwich <i>Old Kent Road (Bowles Road) and Old Kent Road (Leo Street) Depots</i>
<u>Monday 21st November 1904 LCC</u>	Route reduced (64) Waterloo-Elephant and Castle-Old Kent Road-New Cross-East Greenwich (Weekdays 4.30 pm-9 pm) <i>Old Kent Road (Bowles Road) and Old Kent Road (Leo Street) Depots-Cars used on route 36 and 38 in am rush hours</i>
<u>Tuesday 16th May 1905 LCC</u>	Route allocation revised (64) Waterloo-Elephant and Castle-Old Kent Road-New Cross-East Greenwich (Weekdays 4.30 pm-9 pm) <i>New Cross Depot-Cars used on route 36 and 38 in am rush hours</i>

<u>Sunday 2nd June 1912 LCC</u>	Route diverted (64) Waterloo-Elephant and Castle-Old Kent Road-New Cross-Lewisham-Catford <i>New Cross Depot</i>
<u>by Tuesday 15th October 1912 LCC</u>	Route reduced (64) Waterloo-Elephant and Castle-Old Kent Road-New Cross-(Sunday)-Lewisham-Catford (No evening route Weekdays) <i>New Cross Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 64 Waterloo-Elephant and Castle-Old Kent Road-New Cross-(Sunday)-Lewisham-Catford (No evening route Weekdays) <i>New Cross Depot</i>
<u>by April 1914 LCC</u>	Route reduced 64 Waterloo-Elephant and Castle-Old Kent Road-New Cross-(Sunday)-Lewisham-Catford (No evening route) <i>New Cross Depot</i>
<u>by November 1914 LCC</u>	Route truncated 64 Waterloo-Elephant and Castle-Old Kent Road-New Cross (not evenings Weekdays) <i>New Cross Depot</i>
<u>May 1915 LCC</u>	Route withdrawn 64 Waterloo-Elephant and Castle-Old Kent Road-New Cross (not evenings Weekdays) <i>New Cross Depot</i>
<u>Monday 3rd April 1916 LCC</u>	New route 64 New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge and return via Westminster Bridge (am rush hours) or Westminster Bridge (pm rush hours) and return via Blackfriars Bridge-Victoria Embankment (worked with route 84) (Weekdays rush hours) <i>Camberwell Depot</i>
<u>Monday 3rd May 1916 LCC</u>	Trailer route trailers on route 64 <i>Camberwell Depot</i>
<u>Monday 10th February 1919 LCC</u>	Route withdrawn together with trailer operation 64 New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge and return via Westminster Bridge (am rush hours) or Westminster Bridge (pm rush hours) and return via Blackfriars Bridge-Victoria Embankment (worked with route 84) (Weekdays rush hours) <i>Camberwell Depot</i>
<u>Monday 20th September 1920 LCC</u>	New route 64 New Cross-Peckham-Camberwell-Elephant and Castle-Blackfriars (returning via Old Kent Road) (Weekdays rush hours) <i>New Cross Depot</i>
<u>Monday 10th January 1921 LCC</u>	Route reduced 64 (Weekdays rush hours) New Cross (pm)-Harder's Road, Peckham (am)-Camberwell-Elephant and Castle-Blackfriars <i>New Cross Depot</i>
<u>Monday 7th February 1921 LCC</u>	Route increased 64 (Weekdays rush hours) New Cross-Peckham-Camberwell-Elephant and Castle-(am rush hours) Blackfriars Bridge-Victoria Embankment-Westminster Bridge-(pm rush hours) Westminster Bridge-Victoria Embankment-Blackfriars Bridge <i>New Cross Depot</i>
<u>Monday 20th February 1922 LCC</u>	Route diverted 64 (Weekdays rush hours) Camberwell Town Hall-Elephant and Castle-(am rush hours) Blackfriars Bridge-Victoria Embankment-Westminster Bridge-(pm rush hours) Westminster Bridge-Victoria Embankment-Blackfriars Bridge (and journeys to New Cross) <i>New Cross Depot</i>
<u>Thursday 12th June 1930 LCC</u>	Route extended 64 (Weekdays rush hours) Crofton Park-New Cross-Camberwell Town Hall-Elephant and Castle-(am rush hours) Blackfriars Bridge-Victoria Embankment-Westminster Bridge-(pm rush hours) Westminster Bridge-Victoria Embankment-Blackfriars Bridge <i>New Cross Depot</i>
<u>Thursday 30th June 1932 LCC</u> Second part of Westhorne Avenue opened	Route withdrawn 64 (Weekdays rush hours) Crofton Park-New Cross-Camberwell Town Hall-Elephant and Castle-(am rush hours) Blackfriars Bridge-Victoria Embankment-Westminster Bridge-(pm rush hours) Westminster Bridge-Victoria Embankment-Blackfriars Bridge <i>New Cross Depot</i>

Route MET 64

<u>Tuesday 6th December 1910 LCC and MET</u> Paddington (Warwick Crescent)-Paddington (Edgware Road)	New route (MET 64) Acton-Willesden Junction-Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>By June 1911 MET</u>	Route truncated (MET 64) Acton-Willesden Junction-Harlesden <i>Stonebridge Park Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 64 Acton-Willesden Junction-Harlesden <i>Stonebridge Park Depot</i>
<u>Wednesday 3rd May 1916 MET</u>	Route extended (MET) 64 Acton-Willesden Junction-Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>Wednesday 23rd April 1924 MET</u>	Route withdrawn (MET) 64 Acton-Willesden Junction-Harlesden-Paddington <i>Stonebridge Park Depot</i>
<u>Thursday 5th December 1929 MET</u>	Route (MET) 54 renumbered (MET) 64 and extended (MET) 64 (Weekdays rush hours) Paddington-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware <i>Hendon and Stonebridge Park Depots</i>
<u>Thursday 2nd October 1930 MET</u>	Route allocation revised (MET) 64 (Weekdays rush hours) Paddington-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware <i>Finchley Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (MET) 64 (Weekdays rush hours) Paddington-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware <i>Finchley Depot</i>
<u>Sunday 10th November 1935</u> <i>Hendon Depot reopened</i>	Depot allocation changed (MET) 64 (Weekdays rush hours) Paddington-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware <i>Finchley and Hendon Depots</i>
<u>Sunday 23rd August 1936</u> Trolleybus conversion Stonebridge Park Depot converted to trolleybus	Route replaced by 664 trolleybus (MET) 64 (Weekdays rush hours) Paddington-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware <i>Finchley and Hendon Depots</i>

Route 65	
<u>Thursday 15th November 1888 NMET</u> Old Street-Shoreditch-Commercial Street-Whitechapel opened	New horse route (65H) (Brown) Bloomsbury-Shoreditch-Commercial Road-Poplar <i>Poplar (Athol Street) Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (65H) (Brown) Bloomsbury-Shoreditch-Commercial Road-Poplar <i>Poplar (Athol Street) Depot</i>
<u>Sunday 19th February 1899 LCC and NMET</u>	New night horse route (NIGHT 65H) (Brown) Bloomsbury-Shoreditch-Commercial Road-Poplar <i>Poplar (Athol Street) Depot</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse routes taken over (65H) (Brown) Bloomsbury-Shoreditch-Commercial Road-Poplar <i>Poplar (Athol Street) Depot</i> (NIGHT 65H) (Brown) Bloomsbury-Shoreditch-Commercial Road-Poplar <i>Poplar (Athol Street) Depot</i>
<u>Saturday 15th December 1906 LCC</u> Whitechapel (Gardiner's Corner)-East India Dock Road-Commercial Road-Poplar (Aberfeldy Street) reopened for electric cars	New route (65) Whitechapel (Gardiner's Corner)-Poplar <i>Poplar Depot</i> Horse route truncated (65H) Bloomsbury-Whitechapel (Gardiner's Corner) <i>Poplar (Athol Street) Depot</i>

<u>Wednesday 16th January 1907 LCC</u> Whitechapel (Gardiner's Corner)- Clerkenwell Road-Bloomsbury and Holborn Hall-Holborn (Chancery Lane) reopened for electric cars	Route extended (65) Bloomsbury-Whitechapel-Poplar <i>Poplar Depot</i> (NIGHT 65) Bloomsbury-Whitechapel-Poplar <i>Poplar Depot</i> Horse routes withdrawn (65H) Bloomsbury-Whitechapel (Gardiner's Corner) <i>Poplar (Athol Street) Depot</i> (NIGHT 65H) Bloomsbury-Shoreditch-Commercial Road-Poplar <i>Poplar (Athol Street) Depot</i>
<u>Thursday 9th July 1908 LCC</u> Angel Islington-Smithfield (St John Street) opened	New route (65EX) (Monday to Saturday rush hours) Smithfield-Whitechapel-Blackwall Tunnel <i>Extra cars from route 65 allocation</i>
<u>June 1911 LCC</u>	Route allocation revised (65) Bloomsbury-Whitechapel-Poplar <i>Bow and Poplar Depots</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Routes numbered 65 Bloomsbury-Whitechapel-Poplar <i>Bow and Poplar Depots</i> 65EX (Monday to Saturday rush hours) Smithfield-Whitechapel-Blackwall Tunnel <i>Extra cars from route 65 allocation</i>
<u>by December 1913 LCC</u>	Route extended 65 Bloomsbury-Whitechapel-Poplar-Canning Town <i>Bow and Poplar Depots</i>
<u>Monday 1st June 1914 BARK, EHAM, ILF, LCC and WHAM</u> Barking withdrew from through running Barking Broadway-Barking / East Ham Depot leased to East Ham Barking Broadway-Loxford Bridge leased to Ilford	Route extended 65 Bloomsbury-Whitechapel-Poplar-Canning Town-(Weekdays rush hours) Boleyn, Barking Road <i>Bow and Poplar Depots</i>
<u>Monday 22nd November 1915 LCC</u>	Route reduced 65 Bloomsbury-Whitechapel-Poplar-(Weekdays rush hours and Sunday) Canning Town-(Weekdays rush hours) Boleyn, Barking Road <i>Bow and Poplar Depots</i>
<u>Monday 9th March 1925 LCC</u>	Route extended 65 Bloomsbury-Whitechapel-Poplar-(Weekdays rush hours and Sunday) Canning Town-(Weekdays rush hours) East Ham Town Hall <i>Bow and Poplar Depots</i> Route increased 65EX (Monday to Saturday rush hours) Smithfield-Whitechapel-Blackwall Tunnel <i>Extra cars from route 65 allocation</i>
<u>Saturday 16th October 1926 LCC</u>	Route increased 65 Bloomsbury-Whitechapel-Poplar-(Weekdays rush hours and Sunday) Canning Town-(Weekdays rush hours and Saturday afternoon) East Ham Town Hall <i>Bow and Poplar Depots</i>
<u>Thursday 3rd May 1928 LCC</u>	Route allocation revised 65 Bloomsbury-Whitechapel-Poplar-(Weekdays rush hours and Sunday) Canning Town-(Weekdays rush hours and Saturday afternoon) East Ham Town Hall <i>Poplar Depot</i>
<u>Thursday 11th October 1928 LCC</u>	Route reduced 65 Bloomsbury-Whitechapel-Poplar-(Weekdays rush hours and Sunday) Canning Town-(Weekdays rush hours) East Ham Town Hall <i>Poplar Depot (and 2 cars in Monday to Saturday rush hours from East Ham Depot)</i>
<u>Wednesday 7th August 1929 LCC</u>	Major reconstruction at Aldgate led to temporary closure of parts of route 65
<u>Thursday 3rd October 1929 LCC</u>	Major reconstruction at Aldgate completed route 65 returned to normal
<u>Friday 31st March 1930 LCC</u>	Route reduced 65 Bloomsbury-Whitechapel-Poplar-(Weekdays rush hours and Sunday) Canning Town-(Weekdays rush hours) East Ham Town Hall Poplar Depot (and 2 cars in Monday to Saturday rush hours from East Ham Depot) Route diverted 65EX (Monday to Saturday rush hours) Smithfield-Whitechapel-Poplar-Canning Town-Barking Road (Abbey Arms) <i>Extra cars from route 65 allocation</i>
<u>Sunday 15th January 1933 LCC and WHAM</u> New Iron Bridge and plough shift at Canning Town opened	Routes 65, 65EX, (NIGHT 65), 67, 67A and 67EX diverted

<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 65 Bloomsbury-Whitechapel-Poplar-(Weekdays rush hours and Sunday) Canning Town-(Weekdays rush hours) East Ham Town Hall Poplar Depot (and 2 cars in Monday to Saturday rush hours from East Ham Depot) 65EX (Monday to Saturday rush hours) Smithfield-Whitechapel-Poplar-Canning Town-Barking Road (Abbey Arms) <i>Extra cars from route 65 allocation</i> (NIGHT 65) Bloomsbury-Whitechapel-Poplar <i>Poplar Depot</i>
<u>Thursday 17th August 1933</u>	Route allocation revised 65 Bloomsbury-Whitechapel-Poplar-(Weekdays rush hours and Sunday) Canning Town-(Weekdays rush hours) East Ham Town Hall <i>Poplar Depot (and 2 cars in Monday to Saturday rush hours from West Ham Depot)</i>
<u>Saturday 7th October 1933</u>	Route extended 65 Bloomsbury-Whitechapel-Poplar-(Weekdays rush hours and Sunday) Canning Town-(Weekdays rush hours)-East Ham Town Hall-(Sunday afternoons and evenings)-Barking <i>Poplar Depot (and 2 cars in Monday to Saturday rush hours from West Ham Depot)</i>
<u>Sunday 6th June 1937</u> Trolleybus conversion	Route extended 65 Bloomsbury-Whitechapel-Poplar-(Weekdays rush hours and Sunday) Canning Town-(Weekdays rush hours)-East Ham Town Hall-(Sundays)-Barking <i>Poplar Depot and West Ham Depot</i>
<u>Sunday 9th June 1940</u> Trolleybus conversion	Route replaced by 665 trolleybus 65 Bloomsbury-Whitechapel-Poplar-(Weekdays rush hours and Sunday) Canning Town-(Weekdays rush hours)-East Ham Town Hall-(Sundays)-Barking <i>Poplar Depot and West Ham Depot</i> Route replaced by 565 trolleybus 65EX (Monday to Saturday rush hours) Smithfield-Whitechapel-Poplar-Canning Town-Barking Road (Abbey Arms) <i>Extra cars from route 65 allocation</i> Route replaced by 665 trolleybus (NIGHT 65) Bloomsbury-Whitechapel-Poplar <i>Poplar Depot</i>

Route LUT 65	
<u>Wednesday 13th August 1902 LUT</u> Hounslow (The Bell)-Barrack Road and Busch Corner-Twickenham (Cole's Bridge) lines opened	New route (LUT 65) Shepherds Bush-Chiswick-Kew Bridge-Twickenham (Cole's Bridge) <i>Chiswick and Hounslow Depots</i>
<u>Saturday 13th September 1902 LUT</u> Twickenham (Cole's Bridge)-Cross Deep and King Street-Richmond Bridge lines opened	Route extended (LUT 65) Shepherds Bush-Chiswick-Kew Bridge-Twickenham (Cross Deep) <i>Chiswick and Hounslow Depots</i>
<u>Saturday 8th November 1902 LUT</u> Cross Deep-Stanley Road Junction line opened	Route extended (LUT 65) Shepherds Bush-Chiswick-Kew Bridge-Twickenham (Stanley Road Junction) <i>Chiswick and Hounslow Depots</i>
<u>Thursday 2nd April 1903 LUT</u> Official and public opening of Stanley Road-Hampton-Hampton Court and Stanley Road-Hampton Wick-Hampton Court lines	Routes extended (LUT 65) Shepherds Bush-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court <i>Fulwell Depot</i>
<u>Sunday 3rd July 1904 LUT</u>	New route (LUT 65/1) (Sunday afternoon) Hounslow-Busch Corner-Twickenham-Hampton-Hampton Court <i>Hounslow Depot</i> <i>(NB: did not operate on Sunday 17th July 1904)</i>
<u>Monday 26th July 1904 LUT</u>	Route withdrawn (LUT 65/1) (Sunday afternoon) Hounslow-Busch Corner-Twickenham-Hampton-Hampton Court <i>Hounslow Depot</i>
<u>July 1913 LUT</u>	Route numbered (LUT) 65 Shepherds Bush-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court <i>Fulwell Depot</i>
<u>Wednesday 15th May 1918 LUT</u> (LUT) routes suspended on Sunday morning	
<u>Sunday 16th June 1918 LUT</u> (LUT) routes reinstated on Sunday morning	

<u>Tuesday 2nd May 1922 LUT</u>	Route reduced (LUT) 65 (Easter, Whitsun and August Bank Holiday Sunday and Monday) Shepherds Bush-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court <i>Fulwell Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (LUT) 65 (Easter, Whitsun and August Bank Holiday Sunday and Monday) Shepherds Bush-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court <i>Fulwell Depot</i>
<u>Monday 5th August 1935</u>	Route withdrawn (LUT) 65 (Easter, Whitsun and August Bank Holiday Sunday and Monday) Shepherds Bush-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court <i>Fulwell Depot</i>

Route 66	
<u>Monday 25th September 1871 PPG</u> Elephant and Castle to Camberwell Green opened	New horse route (66H) (Red) Blackfriars Bridge-St George's Circus-Elephant and Castle-Camberwell Green <i>Camberwell (Walworth Road) Depot</i>
<u>Monday 29th January 1872 PPG</u> Camberwell Green to New Cross opened	Horse route extended (66H) (Red) Blackfriars Bridge-St George's Circus-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham (Queen's Road) and Peckham (Rye Lane) Depots</i>
<u>Monday 28th July 1873 LTC</u> Metropolitan Street Tramway Company and Pimlico, Peckham and Greenwich Street Tramway Company sold to the London Tramways Company	Horse route taken over (66H) (Red) Blackfriars Bridge-St George's Circus-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham (Queen's Road) and Peckham (Rye Lane) Depots</i>
<u>Sunday 1st January 1899 LCC and LTC</u> London Tramways Company purchased by LCC	Horse route taken over (66H) (Red) Blackfriars Bridge-St George's Circus-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham (Queen's Road) and Peckham (Rye Lane) Depots</i>
<u>Sunday 12th February 1899 LCC and NMET</u>	New night horse route (NIGHT 66H) Blackfriars Bridge-St George's Circus-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham (Rye Lane) Depot</i>
<u>Thursday 11th February 1904 LCC</u>	New route (66) Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Peckham-New Cross <i>Camberwell (New Road) and Peckham Depots</i> Horse route withdrawn (66H) Blackfriars Bridge-St George's Circus-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham (Queen's Road) and Peckham (Rye Lane) Depots</i>
<u>Monday 28th March 1904 LCC</u>	New electric night route (NIGHT 66) Blackfriars Bridge-Walworth Road-New Cross <i>Camberwell Road and Peckham Depots</i> Horse night route withdrawn (NIGHT 66H) Blackfriars Bridge-St George's Circus-Elephant and Castle-Camberwell Green-Peckham-New Cross <i>Peckham (Rye Lane) Depot</i>
<u>Saturday 21st May 1904 LCC</u>	Route allocation revised (66) Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Peckham-New Cross <i>Peckham Depot</i>
<u>December 1905 LCC</u>	Route allocations revised (66) Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Peckham-New Cross <i>New Cross Depot</i> (NIGHT 66) Blackfriars Bridge-Walworth Road-New Cross <i>New Cross Depot</i>
<u>Tuesday 14th September 1909 LCC</u> Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Blackfriars Bridge Road	Routes extended (66) Victoria Embankment (Waterloo Bridge)-Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Peckham-New Cross (worked in conjunction with route 40) <i>New Cross Depot</i> (NIGHT 66) New Cross-Walworth Road-Blackfriars Bridge-Victoria Embankment (John Carpenter Street) <i>New Cross Depot</i>

<u>Thursday 2nd November 1911 LCC</u>	Route operation revised (66) Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Peckham-New Cross <i>New Cross Depot</i>
<u>Friday 24th May 1912 LCC</u>	Route extended (66) Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Peckham-New Cross-(afternoons and evenings) Lewisham-Catford <i>New Cross Depot</i>
<u>Thursday 27th June 1912 LCC</u>	Route truncated (66) Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Peckham-New Cross <i>New Cross Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 66 Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Peckham-New Cross <i>New Cross Depot</i>
<u>Thursday 9th October 1913 LCC</u>	Route extended (NIGHT 66) New Cross-Walworth Road-Blackfriars Bridge-Victoria Embankment, Savoy Street <i>New Cross Depot</i>
<u>Sunday 5th April 1914 LCC</u> Rushey Green, Catford-Bellingham Road opened	Route extended 66 Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Peckham-New Cross-(Weekdays) Brockley-Forest Hill <i>New Cross Depot</i>
<u>Tuesday 17th July 1917 LCC</u>	Route increased 66 Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Peckham-New Cross-Brockley-Forest Hill <i>New Cross Depot</i>
<u>Thursday 16th June 1921 LCC</u>	Route operation revised 66 Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (worked with route 72) <i>New Cross Depot</i>
<u>Monday 12th November 1923 LCC</u> Changing of route numbers on cars on Victoria Embankment loop (except route 76 and 80) discontinued	Route operation revised 66 Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Elephant and Castle-Forest Hill (worked with route 72) <i>New Cross Depot</i>
<u>Sunday 10th June 1928 LCC</u>	New route 66EX (Weekdays rush hours) Forest Hill-Victoria Embankment (Savoy Street) <i>cars from route 66 allocation from New Cross Depot</i> Route reduced 66 (Weekdays) Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
<u>Thursday 30th June 1932 LCC</u>	Route truncated 66 (Weekdays) Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Elephant and Castle-Blackfriars Bridge-Blackfriars <i>New Cross Depot</i>
<u>Thursday 1st September 1932 LCC</u>	Route extended 66 (Weekdays) Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Elephant and Castle-Blackfriars Bridge-Blackfriars-Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 66 (Weekdays) Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Elephant and Castle-Blackfriars Bridge-Blackfriars-Victoria Embankment (Savoy Street) <i>New Cross Depot</i> 66EX (Weekdays rush hours) Forest Hill-Victoria Embankment (Savoy Street) <i>cars from route 66 allocation from New Cross Depot</i> (NIGHT 66) New Cross-Walworth Road-Blackfriars Bridge-Victoria Embankment, Savoy Street <i>New Cross Depot</i>
<u>Wednesday 1st November 1933</u>	Route withdrawn 66EX (Weekdays rush hours) Forest Hill-Victoria Embankment (Savoy Street) <i>cars from route 66 allocation from New Cross Depot</i>

Wednesday 8th September 1937	Route diverted and increased 66 Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Victoria <i>New Cross Depot</i> New route 66 EX (Monday-Friday rush hours) Forest Hill-Camberwell-Blackfriars <i>New Cross Depot</i>
Thursday 23rd September 1937	Allocation changed 66 Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Victoria <i>New Cross Depot and Camberwell Depot</i> Allocation changed 66 EX (Monday-Friday rush hours) Forest Hill-New Cross-Camberwell-Blackfriars <i>Camberwell Depot</i>
Wednesday 2nd August 1939	Route withdrawn 66 EX (Monday-Friday rush hours) Forest Hill-New Cross-Camberwell-Blackfriars <i>Camberwell Depot</i>
Sunday 10th December 1939	Allocation changed 66 Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Victoria <i>Camberwell Depot</i>
Wednesday 29th October 1941	Route reduced 66 (Weekdays) Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Victoria <i>Camberwell Depot</i>
Wednesday 19th June 1946 Night services numbered	Route (NIGHT 66) replaced by night route 7 (and shortened) 7 New Cross-Walworth Road-Blackfriars <i>New Cross Depot</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 66 (Weekdays) Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Victoria <i>Camberwell Depot</i>
Wednesday 8th June 1949	Route allocation changed 66 (Weekdays) Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Victoria <i>New Cross Depot</i>
Saturday 6th October 1951 Stage 5 of Bus conversion Camberwell Depot converted to bus	Route replaced by 36A bus 66 (Weekdays) Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Victoria <i>New Cross Depot</i>

Route MET 66	
<u>Wednesday 3rd June 1908 MET</u> Harlesden (Jubilee Clock)- Willesden Junction opened (MCC line) single track only on North-West junction)	New route (MET 66) Willesden Junction-Harlesden-Willesden Green <i>Stonebridge Park Depot</i>
<u>Friday 8th October 1909 MET</u> Public opening Willesden Junction-Acton	Route extended (MET 66) Acton-Willesden Junction-Harlesden-Willesden Green <i>Stonebridge Park Depot</i>
<u>Wednesday 22nd March 1911 MET</u>	Route extended (MET 66) Acton-Willesden Junction-Harlesden-Willesden Green-Cricklewood-Hendon <i>Stonebridge Park Depot</i>
<u>July 1913 MET</u>	Route numbered (MET) 66 Acton-Willesden Junction-Harlesden-Willesden Green-Cricklewood-Hendon <i>Stonebridge Park Depot</i>
<u>Wednesday 4th October 1916</u>	Route extended (MET) 66 Acton-Willesden Junction-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware-Canons Park <i>Hendon and Stonebridge Park Depots</i>
<u>Wednesday 3rd May 1922 MET</u>	Route truncated (MET) 66 Acton-Willesden Junction-Harlesden-Willesden Green-Cricklewood <i>Stonebridge Park Depot</i>
<u>Monday 14th May 1923 MET</u>	Route extended (MET) 66 Acton-Willesden Junction-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware-Canons Park <i>Hendon and Stonebridge Park Depots</i>
<u>Thursday 2nd October 1930 MET</u>	Route allocation revised (MET) 66 Acton-Willesden Junction-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware-Canons Park <i>Stonebridge Park Depot</i>

<u>Thursday 7th January 1932 MET</u>	Route reduced (MET) 66 Acton-Willesden Junction-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware-(Saturday and Sunday evening) Canons Park <i>Stonebridge Park Depot</i>
<u>Thursday 4th February 1932 MET</u>	Route increased (MET) 66 Acton-Willesden Junction-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware-(not Sunday morning) Canons Park <i>Stonebridge Park Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (MET) 66 Acton-Willesden Junction-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware-(not Sunday morning) Canons Park <i>Stonebridge Park Depot</i>
<u>Sunday 21st April 1935</u>	Route extended (MET) 66 Acton-Willesden Junction-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware-Canons Park <i>Stonebridge Park Depot</i>
<u>Sunday 10th November 1935</u> <i>Hendon Depot reopened</i>	Route reduced and depot allocation revised (MET) 66 Acton-Willesden Junction-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware-(not Sunday mornings)Canons Park <i>Stonebridge Park and Hendon Depots</i>
<u>Sunday 5th July 1936</u> Trolleybus conversion	Route (and tram (MET) 68 and trolleybus 660) replaced by trolleybus 666 (MET) 66 Acton-Willesden Junction-Harlesden-Willesden Green-Cricklewood-Hendon-Edgware-(not Sunday mornings)Canons Park <i>Stonebridge Park and Hendon Depots</i>

Routes 67/67A	
<u>Monday 9th September 1872 NMET</u> Whitechapel-East India Dock-Poplar opened	New horse route (67H) (Yellow) Aldgate-Commercial Road-Poplar <i>Poplar (Athol Street) Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (67H) (Yellow) Aldgate-Commercial Road-Poplar <i>Poplar (Athol Street) Depot</i>
<u>Tuesday 1st December 1903 BARK BARKING TOWN UDC LIGHT RAILWAYS OPENED</u> Barking Bascule Bridge (south side)-Beckton opened	New route (67/1) Barking Bascule Bridge (south side)-Beckton <i>Becton Depot</i>
<u>Tuesday 15th December 1903 BARK</u> Barking (Axe Street)-Barking Bascule Bridge (south side) opened	Route extended (67/1) Barking (Axe Street)-Beckton <i>Becton Depot</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (67H) (Yellow) Aldgate-Commercial Road-Poplar <i>Poplar (Athol Street) Depot</i>
<u>Saturday 15th December 1906 LCC</u> Whitechapel (Gardiner's Corner)-East India Dock Road-Commercial Road-Poplar (Aberfeldy Street) reopened for electric cars	Horse route withdrawn (67H) Aldgate-Commercial Road-Poplar <i>Poplar (Athol Street) Depot</i>
<u>Wednesday 16th January 1907 LCC</u> Whitechapel (Gardiner's Corner)-Clerkenwell Road-Bloomsbury and Holborn Hall-Holborn (Chancery Lane) reopened for electric cars	New route (67) Whitechapel-Poplar <i>Poplar Depot</i>
<u>Friday 29th March 1907 LCC</u> Shoreditch-Old Street-City Road-Moorgate and Whitechapel (Gardiner's Corner)-Leman Street-London Docks reopened for electric cars	Route extended (67) Aldgate-Whitechapel-Poplar <i>Poplar Depot</i>
<u>Tuesday 16th July 1907 BARK and ILF</u> Barking Axe Street-Barking Broadway and Barking Station-Longbridge Avenue / Fanshawe Avenue opened	New route (67/2) Loxford Bridge-Barking Station-Bascule Bridge North (Fisher Street)-(Rush Hours) Beckton <i>Becton Depot</i> Route extended (67/1) Barking Station-Barking (Axe Street)-Beckton <i>Becton Depot</i>
<u>December 1907 BARK</u>	Route reduced (67/2) Loxford Bridge-Barking Station-Barking (Axe Street)-(Rush Hours) Beckton <i>Becton Depot</i>

<u>Friday 17th November 1910 BARK, EHAM and WHAM</u> Through running extended	Route truncated (67/1) Barking Broadway-Beckton <i>Becton Depot</i> Route withdrawn (67/2) Loxford Bridge-Barking Station-Barking (Axe Street)-(Rush Hours) Beckton <i>Becton Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 67 Aldgate-Whitechapel-Poplar <i>Poplar Depot</i>
<u>Friday 20th December 1912 LCC</u>	Route extended 67 Aldgate-Whitechapel-Poplar-Canning Town <i>Poplar Depot</i>
<u>Tuesday 13th January 1913 LCC</u>	Route reduced 67 (Weekdays) Aldgate-Whitechapel-Poplar-Canning Town <i>Poplar Depot</i>
<u>Monday 1st June 1914 BARK, EHAM, ILF, LCC and WHAM</u> Barking Broadway-Barking / East Ham Depot leased to East Ham Barking Broadway-Loxford Bridge leased to Ilford	Route extended 67 Aldgate-Whitechapel-Poplar-Canning Town-West Ham-East Ham-Barking Broadway <i>East Ham, Poplar and West Ham Depots</i>
<u>Saturday 16th October 1926 LCC and WHAM</u>	Route extended 67 Aldgate-Whitechapel-Poplar-Canning Town-West Ham-East Ham-Barking Broadway <i>East Ham, Poplar and West Ham Depots (and 2 short working cars from West Ham Depot used between Aldgate and Canning Town)</i>
<u>Thursday 11th October 1928 LCC</u>	Route increased 67 Aldgate-Whitechapel-Poplar-Canning Town-West Ham-East Ham-Barking Broadway <i>East Ham, Poplar and West Ham Depots (and 2 short working cars from West Ham Depot used between Aldgate and Canning Town)</i>
<u>Saturday 16th February 1929 BARK</u> BARKING TOWN URBAN DISTRICT COUNCIL TRAMWAYS CLOSED	Route closed (67/1) Barking Broadway-Beckton <i>Becton Depot</i>
<u>Wednesday 7th August 1929 LCC</u>	Major reconstruction at Aldgate led to temporary closure of parts of route 67
<u>Thursday 3rd October 1929 LCC</u>	Major reconstruction at Aldgate completed route 67 returned to normal
<u>Friday 31st March 1930 EHAM, LCC and WHAM</u>	New routes 67A (Saturday) Poplar-Canning Town-West Ham-East Ham-Barking Broadway cars from route 67 allocation from East Ham and West Ham Depots 67EX (Weekdays rush hours) Aldgate-Whitechapel-Poplar-Canning Town-Barking Road (Abbey Arms) <i>cars from route 67 allocation from Poplar Depot</i> Route allocation revised 67 Aldgate-Whitechapel-Poplar-Canning Town-West Ham-East Ham-Barking Broadway <i>East Ham, Poplar and West Ham Depots (and 2 short working cars from East Ham and 2 from West Ham Depots used between Aldgate and Canning Town)</i>
<u>Sunday 15th January 1933 LCC and WHAM</u> New Iron Bridge and plough shift at Canning Town opened	Routes 65, 65EX, (NIGHT 65), 67, 67A and 67EX diverted
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 67 Aldgate-Whitechapel-Poplar-Canning Town-West Ham-East Ham-Barking Broadway <i>East Ham, Poplar and West Ham Depots (and 2 short working cars from East Ham and 2 from West Ham Depots used between Aldgate and Canning Town)</i> 67A (Saturday) Poplar-Canning Town-West Ham-East Ham-Barking Broadway cars from route 67 allocation from East Ham and West Ham Depots 67EX (Weekdays rush hours) Aldgate-Whitechapel-Poplar-Canning Town-Barking Road (Abbey Arms) <i>cars from route 67 allocation from Poplar Depot</i>
<u>Thursday 17th August 1933</u>	Route allocations revised 67 Aldgate-Whitechapel-Poplar-Canning Town-West Ham-East Ham-Barking Broadway <i>Poplar and West Ham Depots (and 4 short working cars from West Ham Depot used between Aldgate and Canning Town)</i> 67A (Saturday) Poplar-Canning Town-West Ham-East Ham-Barking Broadway cars from route 67 allocation from West Ham Depot
<u>Saturday 7th October 1933</u>	Route withdrawn 67A (Saturday) Poplar-Canning Town-West Ham-East Ham-Barking Broadway cars from route 67 allocation from West Ham Depot

Sunday 6th June 1937 Trolleybus conversion	Route reduced 67 (Weekdays) Aldgate-Whitechapel-Poplar-Canning Town-West Ham-East Ham-Barking Broadway <i>Poplar and West Ham Depots (and 4 short working cars from West Ham Depot used between Aldgate and Canning Town)</i>
Friday 10th May 1939	Allocation changed 67EX (Weekdays rush hours) Aldgate-Whitechapel-Poplar-Canning Town-Barking Road (Abbey Arms) <i>cars from route 67 allocation from West Ham Depot</i>
Wednesday 2nd August 1939	Route withdrawn 67EX (Weekdays rush hours) Aldgate-Whitechapel-Poplar-Canning Town-Barking Road (Abbey Arms) <i>cars from route 67 allocation from West Ham Depot</i>
Sunday 9th June 1940 Trolleybus conversion	Route replaced by 567 trolleybus 67 (Weekdays) Aldgate-Whitechapel-Poplar-Canning Town-West Ham-East Ham-Barking Broadway <i>Poplar and West Ham Depots (and 4 short working cars from West Ham Depot used between Aldgate and Canning Town)</i>

Route LUT 67	
Wednesday 13th August 1902 LUT Hounslow (The Bell)-Barrack Road and Busch Corner-Twickenham (Cole's Bridge) lines opened	New route (LUT 67) Hammersmith-Chiswick-Kew Bridge-Twickenham (Cole's Bridge) <i>Chiswick and Hounslow Depots</i>
Saturday 13th September 1902 LUT Twickenham (Cole's Bridge)-Cross Deep and King Street-Richmond Bridge lines opened	Route extended (LUT 67) Hammersmith-Chiswick-Kew Bridge-Twickenham (Cross Deep) <i>Chiswick and Hounslow Depots</i>
Thursday 2nd April 1903 LUT Official and public opening of Stanley Road-Hampton-Hampton Court and Stanley Road-Hampton Wick-Hampton Court lines	Routes extended (LUT 67) Hammersmith-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court <i>Fulwell Depot</i>
July 1913 LUT	Route numbered (LUT) 67 Hammersmith-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court <i>Fulwell Depot</i>
Tuesday 8th May 1917 LUT	Route allocation revised (LUT) 67 Hammersmith-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court <i>Fulwell Depot</i>
Wednesday 15th May 1918 LUT (LUT) routes suspended on Sunday morning	
Sunday 16th June 1918 LUT (LUT) routes reinstated on Sunday morning	
Tuesday 2nd May 1922 LUT	Route increased (LUT) 67 Hammersmith-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court <i>Fulwell Depot</i>
Wednesday 4th October 1922 LUT	Route extended (LUT) 67 Hammersmith-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court-Kingston <i>Fulwell Depot</i>
Saturday 5th May 1923 LUT	Route truncated (LUT) 67 Hammersmith-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court <i>Fulwell Depot</i>
Wednesday 1st October 1924 LUT	Route increased (LUT) 67 Hammersmith-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court <i>Fulwell Depot</i>
Saturday 1st July 1933 LPTB LPTB took over all London tramways	Routes at 1st July 1933 (LUT) 67 Hammersmith-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court <i>Fulwell Depot</i>
Sunday 27th October 1935 Trolleybus conversion	Route replaced by trolleybus 667 (LUT) 67 Hammersmith-Chiswick-Kew Bridge-Twickenham-Hampton-Hampton Court <i>Fulwell Depot</i>

Route 68	
-----------------	--

<u>Monday 12th September 1904 LCC</u> Bricklayer's Arms to Grange Road reopened for electric cars Grange Road to Tooley Street, Tower Bridge opened	New route (68) Westminster Bridge-St George's Circus-Elephant and Castle-Tower Bridge <i>Old Kent Road (Bowles Road) and Old Kent Road (Leo Street) Depots</i>
<u>Monday 15th May 1905 LCC</u>	Route allocation revised (68) Westminster Bridge-St George's Circus-Elephant and Castle-Tower Bridge <i>New Cross Depot</i>
<u>Saturday 15th December 1906 LCC</u> Westminster Bridge-Victoria Embankment (John Carpenter Street) opened	Route extended (68) Victoria Embankment (John Carpenter Street)-Westminster Bridge-St George's Circus-Elephant and Castle-Tower Bridge <i>New Cross Depot</i>
<u>Tuesday 25th December 1906 LCC</u>	Route truncated (68) Charing Cross-Westminster Bridge-St George's Circus-Elephant and Castle-Tower Bridge <i>New Cross Depot</i>
<u>Friday 10th April 1908 LCC</u> Aldwych-Embankment opened	Route withdrawn (68) Charing Cross-Westminster Bridge-St George's Circus-Elephant and Castle-Tower Bridge <i>New Cross Depot</i>
<u>Friday 28th May 1909 LCC</u>	New route (68) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington-Camberwell Green-Peckham <i>Camberwell Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 68 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington-Camberwell Green-Peckham (Weekdays rush hours) <i>Camberwell Depot</i>
<u>June 1914 LCC</u>	Route withdrawn 68 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Kennington-Camberwell Green-Peckham (Weekdays rush hours) <i>Camberwell Depot</i>
<u>Monday 6th September 1915 LCC</u>	New route 68 Waterloo-Elephant and Castle-Tower Bridge 6 C class cars from <i>Camberwell Depot</i>
<u>Monday 22nd October 1923 LCC</u> West facing curve replaced by east facing curve at Tower Bridge Road	Route extended 68 Waterloo-Elephant and Castle-Rotherhithe-Greenwich <i>New Cross Depot</i>
<u>Thursday 17th April 1924 LCC</u>	Last trailers used on route 68 and 70
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 68 Waterloo-Elephant and Castle-Rotherhithe-Greenwich <i>New Cross Depot</i>
<u>Sunday 19th January 1936</u>	Route temporarily curtailed on Sunday 68 (Sunday) Waterloo-Elephant and Castle-Rotherhithe-West side of Creek Bridge, Greenwich
<u>Sunday 15th March 1936</u>	Route restored 68 Waterloo-Elephant and Castle-Rotherhithe-Greenwich <i>New Cross Depot</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 68 Waterloo-Elephant and Castle-Rotherhithe-Greenwich <i>New Cross Depot</i>
<u>Tuesday 10th July 1951</u> Stage 4 of Bus conversion	Route replaced by 188 bus 68 Waterloo-Elephant and Castle-Rotherhithe-Greenwich <i>New Cross Depot</i>

Route MET 68	
<u>Wednesday 23rd April 1924 MET</u> First British Empire Exhibition at Wembley opened	New route (MET) 68 (Weekdays) Acton-Harlesden-Wembley-Sudbury <i>Stonebridge Park Depot</i>
<u>Saturday 1st November 1924 LCC</u> First British Empire Exhibition at Wembley closed	Route withdrawn (MET) 68 (Weekdays) Acton-Harlesden-Wembley-Sudbury <i>Stonebridge Park Depot</i>
<u>Saturday 9th May 1925</u> Second British Empire Exhibition at Wembley opened	Route reinstated (MET) 68 (Weekdays) Acton-Harlesden-Wembley-Sudbury <i>Stonebridge Park Depot</i>
<u>Saturday 31st October 1925 LCC and MET</u> Second British Empire Exhibition at Wembley closed	Route withdrawn (MET) 68 (Weekdays) Acton-Harlesden-Wembley-Sudbury <i>Stonebridge Park Depot</i>

<u>Wednesday 6th October 1926 MET</u>	New route (MET) 68 (Weekdays) Acton-Harlesden (Jubilee Clock) <i>Stonebridge Park Depot</i>
<u>Thursday 26th January 1933 MET</u>	Route increased (MET) 68 Acton-Harlesden-Craven Park <i>Stonebridge Park Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (MET) 68 Acton-Harlesden-Craven Park <i>Stonebridge Park Depot</i>
<u>Sunday 5th July 1936</u> Trolleybus conversion	Route (and tram (MET) 66 and trolleybus 660) replaced by trolleybus 666 (MET) 68 Acton-Harlesden-Craven Park <i>Stonebridge Park Depot</i>

Route 69	Including connecting horse bus route
<u>Wednesday 29th September 1886 NMET</u> Canning Town-Plaistow opened	New horse route (69H) (Red) Canning Town-Plaistow <i>Plaistow (Tunmarsh Lane) Depot</i> New horse bus route (69HB) (Red) Poplar-Canning Town <i>Plaistow (Tunmarsh Lane) Depot</i>
<u>Friday 14th June 1889 NMET</u> Battery electric tram trials	Battery electric tram trials (69H) (Red) Canning Town-Plaistow <i>Plaistow (Tunmarsh Lane) Depot</i>
<u>Wednesday 27th July 1892 NMET</u> Battery electric tram trials completed	Battery electric tram withdrawn (69H) (Red) Canning Town-Plaistow <i>Plaistow (Tunmarsh Lane) Depot</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse routes retained in NMET ownership (69H) (Red) Canning Town-Plaistow <i>Plaistow (Tunmarsh Lane) Depot</i> (69HB) (Red) Poplar-Canning Town <i>Plaistow (Tunmarsh Lane) Depot</i>
<u>Saturday 22nd June 1901 EHAM</u> <i>EAST HAM URBAN DISTRICT COUNCIL TRAMWAYS OPENED</i> Becton Crossing-East Ham-Manor Park-Ilford Boundary and Barking Road (Boleyn)-East Ham-Barking Boundary opened	New routes (69) Barking Road (Boleyn)-East Ham-Barking Boundary <i>East Ham Depot</i>
<u>July 1901 EHAM</u>	Route allocation revised (69) Barking Road (Boleyn)-East Ham-Barking Boundary <i>East Ham Depot</i>
<u>Wednesday 1st July 1903 NMET and WH</u> NMET lines in West Ham purchased by West Ham Council Horse bus route taken over	Horse route taken over; route withdrawn (69H) (Red) Canning Town-Plaistow <i>Plaistow (Tunmarsh Lane) Depot</i> Horse bus route withdrawn (69HB) (Red) Poplar-Canning Town <i>Plaistow (Tunmarsh Lane) Depot</i>
<u>Thursday 31st March 1904 EHAM and WHAM</u> Canning Town-Barking Road, Green Gate reopened and Barking Road, Green Gate-Barking Road, Boleyn opened Through running between West Ham and East Ham systems introduced	Route extended (69) Canning Town-Barking Road (Boleyn)-East Ham-Barking Boundary <i>East Ham and Stratford Temporary Depot</i>
<u>Friday 17th November 1905 BARK, EHAM and WHAM</u> Barking / East Ham boundary-Barking Station opened and leased to East Ham	Route extended (69) Canning Town-Barking Road (Boleyn)-East Ham-Barking Station <i>East Ham and Stratford Temporary Depot</i>
<u>Thursday 25th October 1906 WHAM</u>	Route allocation revised (69) Canning Town-Barking Road (Boleyn)-East Ham-Barking Station <i>East Ham and West Ham Depot</i>
<u>December 1907 BARK, EHAM, LEY and WHAM</u>	Route increased (69) Canning Town-Barking Road (Boleyn)-East Ham-Barking Station <i>East Ham and West Ham Depot</i>
<u>Friday 6th November 1908 LCC and WHAM</u> Isolated line in East India Dock Road from Canning Town to Poplar electrified (overhead system) for use by West Ham cars	Route extended (69) Poplar-Canning Town-Barking Road (Boleyn)-East Ham-Barking Station <i>East Ham and West Ham Depot</i>

<u>Friday 17th November 1910 BARK, EHAM and WHAM</u> Through running extended	Route extended (69) Poplar-Canning Town-Barking Road (Boleyn)-East Ham-Barking Station-Loxford Bridge <i>Beckton, East Ham and West Ham Depots</i>
<u>Friday 20th December 1912 BARK, EHAM, LCC and WHAM</u> LCC and WHAM systems connected and plough shift at Canning Town installed Through running with BARK, EHAM and WHAM introduced	New route 69 Aldgate-Whitechapel-Poplar-Canning Town-West Ham-East Ham-Barking-Loxford Bridge <i>Beckton, East Ham, Poplar and West Ham Depots</i>
<u>Monday 1st June 1914 BARK, EHAM, ILF, LCC and WHAM</u> Barking withdrew from through running Barking Broadway-Barking / East Ham Depot leased to East Ham Barking Broadway-Loxford Bridge leased to Ilford	Route withdrawn 69 Aldgate-Whitechapel-Poplar-Canning Town-West Ham-East Ham-Barking-Loxford Bridge <i>Beckton, East Ham, Poplar and West Ham Depots</i>
<u>by November 1914 LCC</u>	New route 69 Euston Road-Camden Town-Junction Road-Highgate Archway <i>Holloway Depot</i>
<u>by January 1916 LCC</u>	Route reduced 69 (Weekdays) Euston Road-Camden Town-Junction Road-Highgate Archway <i>Holloway Depot</i>
<u>Monday 26th February 1917 LCC and MET</u>	Route extended 69 (Weekdays) Euston Road-Camden Town-Junction Road-Highgate Archway-(Monday-Friday rush hours and Saturday) East Finchley <i>Holloway Depot</i>
<u>Wednesday 26th November 1919 LCC and MET</u>	Route extended 69 (Weekdays) Euston Road-Camden Town-Junction Road-Highgate Archway-(Monday-Friday rush hours) North Finchley-(and three-day Fair in September) Barnet <i>Holloway Depot</i>
<u>Monday 28th May 1928 LCC and MET</u>	Route reduced 69 (Monday-Friday rush hours and Saturday) Euston Road-Camden Town-Junction Road-Highgate Archway-North Finchley (Tally Ho) <i>Holloway Depot</i>
<u>Thursday 11th October 1928 LCC and MET</u>	Route truncated 69 (Weekdays rush hours) Euston Road-Camden Town-Junction Road-Highgate Archway-East Finchley <i>Holloway Depot</i>
<u>Monday 12th August 1929 LCC and MET</u>	Route extended 69 (Weekdays rush hours) Euston Road-Camden Town-Junction Road-Highgate Archway-North Finchley (Tally Ho) <i>Finchley Depot</i>
<u>Thursday 8th May 1930 LCC and MET</u>	Route diverted 69 (Weekdays rush hours) Farringdon Street-King's Cross-Camden Town-Junction Road-Highgate Archway-North Finchley (Tally Ho) <i>Finchley Depot</i>
<u>Thursday 29th October 1931 and MET</u>	Route withdrawn 69 (Weekdays rush hours) Farringdon Street-King's Cross-Camden Town-Junction Road-Highgate Archway-North Finchley (Tally Ho) <i>Finchley Depot</i>

Route LT 69	
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WH) 6 renumbered 69 69 Stratford-Plaistow-Hermit Road-Canning Town <i>West Ham Depot</i>
Sunday 6th June 1937 Trolleybus conversion Walthamstow Depot closed	Route replaced by 669 trolleybus 69 Stratford-Plaistow-Hermit Road-Canning Town <i>West Ham Depot</i>

Route LUT 69	
<u>Saturday 13th September 1902 LUT</u> Twickenham (Cole's Bridge)-Cross Deep and King Street-Richmond Bridge lines opened	New route (LUT 69/1) Richmond Bridge-Twickenham (Cross Deep) <i>Hounslow Depot</i>
<u>Saturday 8th November 1902 LUT</u> Cross Deep-Stanley Road Junction line opened	Route extended (LUT 69/1) Richmond Bridge-Twickenham (Stanley Road Junction) <i>Hounslow Depot</i>

<u>Thursday 2nd April 1903 LUT</u> Official and public opening of Stanley Road-Hampton-Hampton Court and Stanley Road-Hampton Wick-Hampton Court lines	Routes extended (LUT 69/1) Richmond Bridge-Twickenham-Hampton Wick-Hampton Court <i>Fulwell Depot</i>
<u>Thursday 1st March 1906 LUT</u> FIRST ELECTRIC TRAM ROUTE OVER A THAMES BRIDGE Official and public opening of Hampton Wick-Thames Ditton, Tolworth and Clarence Street-Kingston Hill lines	New route (LUT 69) Richmond Bridge-Twickenham-Hampton Wick-Kingston-Surbiton-Dittons (Windows Bridge) <i>Fulwell Depot</i> Route allocation revised (LUT 69/1) Richmond Bridge-Twickenham-Hampton Wick-Hampton Court <i>Fulwell Depot</i>
<u>Tuesday 16th April 1907 LUT</u>	Route truncated (LUT 69) Richmond Bridge-Twickenham-Hampton Wick-Kingston <i>Fulwell Depot</i> Route withdrawn (LUT 69/1) Richmond Bridge-Twickenham-Hampton Wick-Hampton Court <i>Fulwell Depot</i>
<u>Thursday 27th June 1907 LUT</u> Wimbledon Hill-Tooting (Longley Road), St George's Road-Francis Grove Loop and Merton (Haydons Road)- Summerstown opened	Routes extended (LUT 69) Richmond Bridge-Twickenham-Hampton Wick-Kingston-New Malden-Raynes Park-Wimbledon -Merton-Tooting (Longley Road) <i>Fulwell Depot</i>
<u>Wednesday 6th May 1908 LUT</u>	Route truncated (LUT 69) Richmond Bridge-Twickenham-Hampton Wick-Kingston <i>Fulwell Depot</i>
<u>July 1913 LUT</u>	Route numbered (LUT) 69 Richmond Bridge-Twickenham-Hampton Wick-Kingston <i>Fulwell Depot</i>
<u>Tuesday 8th May 1917 LUT</u>	Route allocation revised (LUT) 69 Richmond Bridge-Twickenham-Hampton Wick-Kingston <i>Fulwell Depot</i>
<u>Wednesday 15th May 1918 LUT</u> (LUT) routes suspended on Sunday morning	
<u>Sunday 16th June 1918 LUT</u> (LUT) routes reinstated on Sunday morning	
<u>Wednesday 4th October 1922 LUT</u>	Route withdrawn (LUT) 69 Richmond Bridge-Twickenham-Hampton Wick-Kingston <i>Fulwell Depot</i>
<u>Saturday 5th May 1923 LUT</u>	Route reinstated (LUT) 69 Richmond Bridge-Twickenham-Hampton Wick-Kingston <i>Fulwell Depot</i>
<u>Wednesday 1st October 1924 LUT</u> Twickenham- Richmond Bridge closed	Route truncated (LUT) 69 Twickenham-Hampton Wick-Kingston <i>Fulwell Depot</i>
<u>Saturday 16th May 1931 LUT</u> Trolleybus conversion	Route partially replaced by trolleybus 1 (LUT) 69 Teddington-Hampton Wick-Kingston <i>Fulwell Depot</i>
<u>Monday 15th June 1931 LUT</u> Trolleybus conversion	Route replaced by trolleybus 1 (LUT) 69 Teddington-Hampton Wick-Kingston <i>Fulwell Depot</i>

Route 70	
<u>Thursday 28th October 1880 LDG</u> London, Deptford and Greenwich Tramways Company opened between Spa Road-St James' Church-Jamaica Road-Rotherhithe (Red Lion)-Deptford Wharf Railway Bridge	New horse route (70H) (White and Blue) Spa Road-St James' Church-Rotherhithe (Red Lion)-Deptford Wharf Railway Bridge <i>Deptford (Evelyn Street) Depot</i>
<u>Sunday 5th June 1881 LDG</u> Deptford (Noah's Ark) opened	Horse route extended (70H) (White and Blue) Spa Road-St James' Church-Rotherhithe (Red Lion)-Deptford (Noah's Ark) <i>Deptford (Evelyn Street) Depot</i>
<u>Sunday 17th December 1881 LDG</u> Tooley Street-St James' Church and Old Kent Road (Canal Bridge)-Rotherhithe New Road-Raymouth Arms opened	Horse route diverted (70H) (White and Blue) Tooley Street-St James' Church-Rotherhithe (Red Lion)-Deptford (Noah's Ark) <i>Deptford (Evelyn Street) Depot</i>
<u>Thursday 7th July 1904 LCC</u> London, Deptford and Greenwich Tramways Company purchased by LCC	Horse route taken over (70H) (White and Blue) Tooley Street-St James' Church-Rotherhithe (Red Lion)-Deptford (Noah's Ark) <i>Deptford (Evelyn Street) Depot</i>

<u>Thursday 20th January 1910 LCC</u> Horse route (70H) divided at Deptford Road (later Surrey Docks) Station by electrification works	Horse route divided (70H) Tooley Street-St James' Church-Deptford Road Station Railway Bridge <i>Deptford (Evelyn Street) Depot</i> (70/1H) Rotherhithe (Red Lion)-Deptford (Noah's Ark) <i>Deptford (Evelyn Street) Depot</i>
<u>Wednesday 10th August 1910 LCC</u> Horse route (70H) further truncated between Dockhead and Deptford (Noah's Ark) by electrification works	Horse route truncated (70H) Tooley Street-Dockhead <i>Deptford (Evelyn Street) Depot</i> Horse route withdrawn (70/1H) Rotherhithe (Red Lion)-Deptford (Noah's Ark) <i>Deptford (Evelyn Street) Depot</i>
<u>Saturday 3rd September 1910 LCC</u> Horse route (70H) reinstated after electrification works	Horse route reinstated (70H) Tooley Street-St James' Church-Rotherhithe (Red Lion)-Deptford (Noah's Ark) <i>Deptford (Evelyn Street) Depot</i>
<u>Monday 19th September 1910 LCC</u> Horse route (70H) again divided at Deptford Road (later Surrey Docks) Station by electrification works	Horse route divided (70H) Tooley Street-St James' Church-Deptford Road Station Railway Bridge <i>Deptford (Evelyn Street) Depot</i> (70/1H) Rotherhithe (Red Lion)-Deptford (Noah's Ark) <i>Deptford (Evelyn Street) Depot</i>
<u>Tuesday 29th November 1910 LCC</u> Horse route (70H) further truncated between Rotherhithe (Red Lion) and Deptford (Noah's Ark) by electrification works	Horse route truncated (70H) Tooley Street-St James' Church-Deptford Road Station Railway Bridge <i>Deptford (Evelyn Street) Depot</i> Horse route withdrawn (70/1H) Rotherhithe (Red Lion)-Deptford (Noah's Ark) <i>Deptford (Evelyn Street) Depot</i>
<u>Thursday 9th February 1911 LCC</u> Horse route (70H) reinstated after electrification works	Horse route reinstated (70H) Tooley Street-St James' Church-Rotherhithe (Red Lion)-Deptford (Noah's Ark) <i>Deptford (Evelyn Street) Depot</i>
<u>Saturday 25th February 1911 LCC</u> Brockley Cross-Forest Hill and Tooley Street-Rotherhithe (Red Lion) opened	New route (70) Tooley Street-Rotherhithe (Red Lion) <i>New Cross Depot</i> Horse route truncated (70H) Deptford (Noah's Ark)-Rotherhithe (Red Lion) <i>Deptford (Evelyn Street) Depot</i>
<u>Thursday 22nd June 1911 LCC</u> Rotherhithe-Deptford Creek Bridge West Side reopened for electric cars	Route extended (70) Tooley Street-Rotherhithe- Deptford Creek Bridge <i>New Cross Depot</i> Horse route withdrawn (70H) Deptford (Noah's Ark)-Rotherhithe (Red Lion) <i>Deptford (Evelyn Street) Depot</i>
<u>Saturday 5th August 1911 LCC</u> Creek Bridge, East Side to Greenwich opened	New route (70/1) Creek Bridge, East Side-Greenwich-Woolwich (Chapel Street) <i>New Cross Depot</i>
<u>Wednesday 26th June 1912 LCC</u>	Route truncated (70/1) Creek Bridge, East Side-Greenwich <i>New Cross Depot</i>
<u>Thursday 3rd October 1912 LCC</u> Creek Bridge opened	Route extended (70) Tooley Street-Rotherhithe-Greenwich-(rush hours and weekends)-Charlton-Woolwich Dockyard <i>New Cross Depot</i> Route withdrawn (70/1) Creek Bridge, East Side-Greenwich <i>New Cross Depot</i>
<u>by Tuesday 15th October 1912 LCC</u>	Route truncated (70) Tooley Street-Rotherhithe-Greenwich <i>New Cross Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 70 Tooley Street-Rotherhithe-Greenwich <i>New Cross Depot</i>
<u>Monday 25th November 1912 LCC</u>	Route extended 70 Tooley Street-Rotherhithe-Greenwich-(rush hours and weekends)-Charlton-Woolwich Dockyard <i>New Cross Depot</i>
<u>Thursday 28th November 1912 LCC</u> Bermondsey Street-Stainer Street, Tooley Street opened	Route extended 70 Stainer Street, Tooley Street-Rotherhithe-Greenwich-(rush hours and weekends)-Charlton-Woolwich Dockyard (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>

<u>Monday 9th December 1912 LCC</u> Stainer Street-Duke Street Hill, Tooley Street opened	Route extended 70 Duke Street Hill, Tooley Street-Rotherhithe-Greenwich-(rush hours and weekends)-Charlton-Woolwich Dockyard (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>
<u>by Wednesday 1st February 1913 LCC</u>	Route truncated 70 Tooley Street-Rotherhithe-Deptford (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>
<u>Saturday 15th February 1913 LCC</u>	Route extended 70 Tooley Street-Rotherhithe-Greenwich (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>
<u>Saturday 26th April 1913 LCC</u>	Route extended 70 Tooley Street-Rotherhithe-Greenwich-(Saturday and Sunday evenings)-Charlton-Woolwich Dockyard (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>
<u>Wednesday 21st May 1913 LCC</u> Petrol tramcar trials with car P1	Petrol tramcar trials 70 Tooley Street-Rotherhithe-Greenwich-(Saturday and Sunday evenings)-Charlton-Woolwich Dockyard (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>Evelyn Street Depot</i>
<u>Thursday 23rd October 1913 LCC</u> Petrol tramcar trials with cars P1 and P2	Petrol tramcar trials 70 Tooley Street-Rotherhithe-Greenwich-(Saturday and Sunday evenings)-Charlton-Woolwich Dockyard (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>Evelyn Street Depot</i>
<u>by December 1913 LCC</u>	Route truncated 70 Tooley Street-Rotherhithe-Greenwich (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>
<u>Tuesday 9th December 1913 LCC</u> Petrol tramcar trials with cars P1 and P2 concluded	Petrol tramcar trials concluded 70 Tooley Street-Rotherhithe-Greenwich (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>Evelyn Street Depot</i>
<u>March 1915 LCC</u>	Extra Workman's route introduced 70EX London Bridge to Woolwich Arsenal
<u>by January 1916 LCC</u>	Extra Workman's route withdrawn 70EX London Bridge to Woolwich Arsenal
<u>Thursday 31st August 1916 LCC</u>	Trailer route trailers into service on route 70 <i>Deptford Depot</i>
<u>Monday 22nd October 1923 LCC</u> West facing curve replaced by east facing curve at Tower Bridge Road	Route allocation revised 70 Tooley Street-Rotherhithe-Greenwich (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>
<u>Thursday 17th April 1924 LCC</u> Last trailer cars	Last trailers used on route 70
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 70 Tooley Street-Rotherhithe-Greenwich (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>
<u>Sunday 19th January 1936</u>	Route temporarily curtailed on Sunday 70 (Sunday) Tooley Street-Rotherhithe-West side of Creek Bridge, Greenwich and 70 (Sunday) East side of Creek Bridge, Greenwich-Greenwich
<u>Sunday 15th March 1936</u>	Route restored 70 Tooley Street-Rotherhithe-Greenwich (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>

Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 70 Tooley Street-Rotherhithe-Greenwich (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>
Wednesday 13th April 1949	Route extended on Saturday morning 70 Tooley Street-Rotherhithe-Greenwich (no service Monday-Friday between rush hours) between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>
Wednesday 3rd May 1950	Route reduced on Saturday morning 70 Tooley Street-Rotherhithe-Greenwich (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>
Tuesday 10th July 1951 Stage 4 of Bus conversion	Route replaced by 70 bus 70 Tooley Street-Rotherhithe-Greenwich (no service Monday-Friday between rush hours and 9.30 am-noon Saturday between Bermondsey Street and Duke Street Hill, Tooley Street) <i>New Cross Depot</i>

Route 71	
Saturday 5th October 1872 NMET East India Dock-Burdett Road-Grove Road-South Hackney (Lauriston Road) opened	New horse route (71H) (Yellow) East India Dock Road-Burdett Road-Grove Road-South Hackney (Lauriston Road) <i>Grove Road Depot</i>
June 1873 NMET East India Dock-Burdett Road-Grove Road-South Hackney (Lauriston Road closed)	Horse route closed (71H) (Yellow) East India Dock Road-Burdett Road-Grove Road-South Hackney (Lauriston Road) <i>Grove Road Depot</i>
Wednesday 23rd July 1879 NMET East India Dock-Burdett Road-Grove Road-South Hackney (Lauriston Road) reopened and Lauriston Road-South Hackney (Cassland Road) opened	Horse route reopened and extended (71H) (Yellow) East India Dock Road-Burdett Road-Grove Road-South Hackney (Cassland Road) <i>Grove Road Depot</i>
Thursday 16th April 1885 NMET East India Dock Road-West India Docks opened	Horse route extended (71H) (Yellow) West India Docks-Burdett Road-Grove Road-South Hackney (Cassland Road) <i>Grove Road Depot</i>
Wednesday 24th June 1896 LCC, LST and NMET North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (71H) (Yellow) West India Docks-Burdett Road-Grove Road-South Hackney (Cassland Road) <i>Grove Road Depot</i>
Sunday 1st April 1906 LCC and NMET North Metropolitan Tramways Company lease terminated	Horse route taken over (71H) (Yellow) West India Docks-Burdett Road-Grove Road-South Hackney (Cassland Road) <i>Grove Road Depot</i>
Sunday 31st March 1907 LCC	Horse route allocation revised (71H) West India Docks-Burdett Road-Grove Road-South Hackney (Cassland Road) <i>Poplar (Athol Street) Depot</i>
Saturday 31st July 1909 LCC	Horse route allocation revised (71H) West India Docks-Burdett Road-Grove Road-South Hackney (Cassland Road) <i>Grove Road Depot</i>
From Tuesday 15th October 1912 LCC	Route numbered 71(H) West India Docks-Burdett Road-Grove Road-South Hackney (Cassland Road) <i>Grove Road Depot</i>
Tuesday 11th August 1914 LCC 46 horses impounded from next day	Horse route withdrawn 71(H) West India Docks-Burdett Road-Grove Road-South Hackney (Cassland Road) <i>Grove Road Depot</i>
Wednesday 7th October 1914 LCC and MET	New route 71 Moorgate-Angel Islington-Highbury Corner-Highgate Archway <i>Holloway Depot</i>
Tuesday 1st December 1914 LCC	Route withdrawn 71 Moorgate-Angel Islington-Highbury Corner-Highgate Archway <i>Holloway Depot</i>

<u>Thursday 28th July 1921 LCC</u> Well Street, Hackney-South Hackney opened South Hackney-Mile End-Limehouse-West India Docks reopened for electric cars Overhead system with plough shift at East India Dock Road for Depot working	New route 71 Well Street, Hackney-South Hackney-Mile End-Limehouse-West India Docks <i>Bow Depot</i>
<u>Thursday 1st December 1921 LCC</u> Connection between Well Street and Mare Street, Hackney with a plough shift opened	Route withdrawn 71 Well Street, Hackney-South Hackney-Mile End-Limehouse-West India Docks <i>Bow Depot</i>
<u>Tuesday 1st April 1924 LCC</u> Amhurst Park line between Stamford Hill and Seven Sisters' Corner opened (postponed from Sunday 23rd March 1924 because of tramwaymen's strike	New route 71 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill- Tottenham-Lordship Lane-Wood Green <i>Hackney Depot</i>
<u>Wednesday 9th July 1924 LCC</u>	Route extended 71 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill- Tottenham-Lordship Lane-Wood Green-Manor House-Finsbury Park-Holloway Road-Highbury-Angel Islington-Aldersgate <i>Hackney and Holloway Depots</i>
<u>Wednesday 4th March 1925 LCC</u>	Route truncated 71 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill- Tottenham-Bruce Grove-(Sunday) Wood Green <i>Hackney Depot</i>
<u>Monday 16th January 1928 LCC</u>	Route extended 71 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill- Tottenham-Bruce Grove-(Weekdays rush hours and Sunday)-Wood Green <i>Hackney Depot</i>
<u>Sunday 14th October 1928 LCC</u>	Route increased 71 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill- Tottenham-Bruce Grove-(Monday-Friday rush hours, Saturday and Sunday)-Wood Green <i>Hackney Depot</i>
<u>Wednesday 7th August 1929 LCC</u>	Major reconstruction at Aldgate led to temporary closure of parts of route 71
<u>Thursday 3rd October 1929 LCC</u>	Major reconstruction at Aldgate completed route 71 returned to normal
<u>Thursday 5th March 1931 LCC</u>	Route extended 71 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill- Tottenham-Bruce Grove-Wood Green-(Weekdays) Manor House-Finsbury Park- Holloway Road-Highbury-Angel Islington-Aldersgate <i>Hackney and Holloway Depots</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 71 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill- Tottenham-Bruce Grove-Wood Green-(Weekdays) Manor House-Finsbury Park- Holloway Road-Highbury-Angel Islington-Aldersgate <i>Hackney and Holloway Depots</i>
<u>Sunday 6th March 1938</u> Trolleybus conversion	Route curtailed 71 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill- Tottenham-Bruce Grove-Wood Green <i>Hackney Depot</i>
<u>Sunday 5th February 1939</u> Trolleybus conversion	Route withdrawn 71 Aldgate-Whitechapel-Mare Street, Hackney-Clapton Common-Stamford Hill- Tottenham-Bruce Grove-Wood Green <i>Hackney Depot</i>

Route LUT 71	
<u>Thursday 1st March 1906 LUT</u> FIRST ELECTRIC TRAM ROUTE OVER A THAMES BRIDGE Official and public opening of Hampton Wick-Thames Ditton, Tolworth and Clarence Street-Kingston Hill lines	New route (LUT 71) Hampton Court-Kingston-Kingston Hill <i>Fulwell Depot</i>
<u>Saturday 26th May 1906 LUT</u> Brentford-Hanwell, Kingston-Ham Boundary, Richmond Park Gates branch and Norbiton Church-New Malden opened	Route diverted (LUT 71) Hampton Court-Kingston-New Malden <i>Fulwell Depot</i>
<u>Saturday 27th April 1907 LUT</u> New Malden-Raynes Park opened	Route extended (LUT 71) Hampton Court-Kingston-New Malden-Raynes Park <i>Fulwell Depot</i>
<u>Thursday 2nd May 1907 LUT</u> Official and public opening of Raynes Park- Wimbledon (Worple Road)	Route extended (LUT 71) Hampton Court-Kingston-New Malden-Raynes Park-Wimbledon (Worple Road) <i>Fulwell Depot</i>

<u>Thursday 27th June 1907 LUT</u> Wimbledon Hill-Tooting (Longley Road), St George's Road-Francis Grove Loop and Merton-Summerstown opened	Route extended (LUT 71) Hampton Court-Kingston-New Malden-Raynes Park-Wimbledon – Merton-Tooting (Longley Road) <i>Fulwell Depot</i>
<u>Wednesday 6th May 1908 LUT</u>	Route allocation revised (LUT 71) Hampton Court-Kingston-New Malden-Raynes Park-Wimbledon – Merton-Tooting (Longley Road) <i>Fulwell Depot</i>
<u>July 1913 LUT</u>	Route numbered (LUT) 71 Hampton Court-Kingston-New Malden-Raynes Park-Wimbledon – Merton-Tooting (Longley Road) <i>Fulwell Depot</i>
<u>Tuesday 8th May 1917 LUT</u>	Route allocation revised (LUT) 71 Hampton Court-Kingston-New Malden-Raynes Park-Wimbledon – Merton-Tooting (Longley Road) <i>Fulwell Depot</i>
<u>Wednesday 15th May 1918 LUT</u> (LUT) routes suspended on Sunday morning	
<u>Sunday 16th June 1918 LUT</u> (LUT) routes reinstated on Sunday morning	
<u>Tuesday 2nd May 1922 LCC and LUT</u> LCC purchased (LUT) tramways in Hammersmith together with <i>Chiswick Depot</i>	Route truncated (LUT) 71 Hampton Court-Kingston-New Malden-Raynes Park-Wimbledon <i>Fulwell Depot</i>
<u>Wednesday 4th October 1922 LUT</u>	Route diverted (LUT) 71 Richmond Bridge-Twickenham-Hampton Wick-Kingston-New Malden-Raynes Park-Wimbledon <i>Fulwell Depot</i>
<u>Saturday 5th May 1923 LUT</u>	Route diverted (LUT) 71 Hampton Court-Kingston-New Malden-Raynes Park-Wimbledon <i>Fulwell Depot</i>
<u>Wednesday 2nd September 1931 LUT</u> Trolleybus conversion	Route partially replaced by trolleybus 4 (LUT) 71 (rush hours and Saturday afternoon) Hampton Court-Kingston-New Malden-Raynes Park-Wimbledon <i>Fulwell Depot</i>
<u>Thursday 5th November 1931 LUT</u> Trolleybus conversion	Route replaced by trolleybus 4 (LUT) 71 (rush hours and Saturday afternoon) Hampton Court-Kingston-New Malden-Raynes Park-Wimbledon <i>Fulwell Depot</i>

Route 72	
<u>Sunday 28th June 1903 LCC</u>	New route (72) Westminster Bridge-Kennington Road-Camberwell Green <i>Camberwell (New Road) Depot</i>
<u>Saturday 21st May 1904 LCC</u>	Route allocation revised (72) Westminster Bridge-Kennington Road-Camberwell Green <i>Camberwell (New Road) and Peckham Depots</i>
<u>Monday 30th May 1904 LCC</u> Brixton-Brixton, Water Lane reopened for electric cars	Route allocation revised (72) Westminster Bridge-Kennington Road-Camberwell Green <i>Camberwell (New Road) and Peckham Depots</i>
<u>July 1904 LCC</u>	Route allocation revised (72) Westminster Bridge-Kennington Road-Camberwell Green <i>Camberwell (New Road) Depot</i>
<u>Monday 12th December 1904 LCC</u>	Route allocation revised (72) Westminster Bridge-Kennington Road-Camberwell Green <i>Clapham Depot</i>
<u>Monday 3rd March 1905 LCC</u>	Route withdrawn (72) Westminster Bridge-Kennington Road-Camberwell Green <i>Clapham Depot</i>
<u>Monday 31st August 1908 LCC</u>	New route (72) (from short workings on route (52) Southwark Bridge-Bricklayers Arms-Old Kent Road (Asylum Road)-(Weekdays) New Cross <i>New Cross Depot</i>
<u>Sunday 6th December 1908 LCC</u>	Route increased (72) Southwark Bridge-Bricklayers Arms-Old Kent Road-New Cross <i>New Cross Depot</i>
<u>Saturday 26th February 1910 LCC</u> Lewisham Way-Brockley Cross opened	Route extended (72) Southwark Bridge-Bricklayers Arms-Old Kent Road-New Cross-Brockley Cross <i>New Cross Depot</i>

<u>Saturday 25th February 1911 LCC</u> Brockley Cross-Forest Hill and Tooley Street-Rotherhithe (Red Lion) opened	Route extended (72) Southwark Bridge-Bricklayers Arms-Old Kent Road-New Cross-Brockley Cross-Forest Hill <i>New Cross Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 72 Southwark Bridge-Bricklayers Arms-Old Kent Road-New Cross-Brockley Cross-Forest Hill <i>New Cross Depot</i>
<u>Sunday 5th April 1914 LCC</u> Rushey Green, Catford-Bellingham Road opened	Route reduced 72 Southwark Bridge-Bricklayers Arms-Old Kent Road-New Cross-Brockley Cross-Forest Hill (Monday-Friday rush hours, Saturday and Sunday) <i>New Cross Depot</i>
<u>by January 1916 LCC</u>	Route reduced 72 Southwark Bridge-Bricklayers Arms-Old Kent Road-New Cross-Brockley Cross-Forest Hill (Monday-Friday rush hours and Saturday) (Sunday New Cross-Forest Hill) <i>New Cross Depot</i>
<u>Tuesday 17th July 1917 LCC</u>	Route reduced 72 Southwark Bridge-Bricklayers Arms-Old Kent Road-New Cross-Brockley Cross-Forest Hill (Weekdays rush hours) <i>New Cross Depot</i>
<u>Monday 7th April 1919 LCC</u>	Route withdrawn 72 Southwark Bridge-Bricklayers Arms-Old Kent Road-New Cross-Brockley Cross-Forest Hill (Weekdays rush hours) <i>New Cross Depot</i>
<u>Thursday 16th June 1921 LCC</u>	New route 72 Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Elephant and Castle-Westminster Bridge-Victoria Embankment (worked with route 66) <i>New Cross Depot</i>
<u>Monday 12th November 1923 LCC</u> Changing of route numbers on cars on Victoria Embankment loop (except route 76 and 80) discontinued	Route operation revised 72 Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Elephant and Castle-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-Forest Hill (worked with route 66) <i>New Cross Depot</i>
<u>Sunday 10th June 1928 LCC</u>	Route operation revised 72 Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Elephant and Castle-Westminster Bridge-Victoria Embankment (Savoy Street) (worked with route 74) <i>New Cross Depot</i>
<u>Thursday 3rd April 1930 LCC</u> New junction at Stanstead Road, Forest Hill opened	Route truncated 72 Forest Hill-Brockley-New Cross-Peckham-Camberwell Green-Elephant and Castle-Westminster Bridge-Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
<u>Thursday 30th June 1932 LCC</u> Second part of Westhorne Avenue opened	Route diverted 72 Woolwich-Westhorne Avenue-New Cross-Peckham-Camberwell Green-Kennington Road-Westminster Bridge-Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 72 Woolwich-Westhorne Avenue-New Cross-Peckham-Camberwell Green-Kennington Road-Westminster Bridge-Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
Wednesday 29th October 1941	Route reduced 72 Woolwich-Westhorne Avenue-New Cross Gate-(Weekdays) Peckham-Camberwell Green-Kennington Road-Westminster Bridge-Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
Wednesday 19th April 1944	Route reduced 72 Woolwich-Westhorne Avenue-New Cross Gate-(Monday to Friday peak hours and Saturdays) Peckham-Camberwell Green-Kennington Road-Westminster Bridge-Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
Wednesday 12th November 1947	Route increased 72 Woolwich-Westhorne Avenue-New Cross Gate-(Weekdays) Peckham-Camberwell Green-Kennington Road-Westminster Bridge-Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 72 Woolwich-Westhorne Avenue-New Cross Gate-(Weekdays) Peckham-Camberwell Green-Kennington Road-Westminster Bridge-Victoria Embankment (Savoy Street) <i>New Cross Depot</i>

Saturday 30th September 1950 Stage 1 of Bus conversion	Route extended 72 Woolwich-Westhorne Avenue-New Cross Gate-(Weekdays) Peckham-Camberwell Green-Kennington Road-Westminster Bridge-Victoria Embankment (Savoy Street)- Hop Exchange <i>New Cross Depot</i>
Tuesday 10th July 1951 Stage 4 of Bus conversion	Route truncated 72 Woolwich-Westhorne Avenue-New Cross Gate-(Weekdays) Peckham-Camberwell Green-Kennington Road-Westminster Bridge-Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
Saturday 5th July 1952 Stage 8 of Bus conversion Abbey Wood and New Cross Depots converted to bus	Route replaced by 186 bus 72 Woolwich-Westhorne Avenue-New Cross Gate-(Weekdays) Peckham-Camberwell Green-Kennington Road-Westminster Bridge-Victoria Embankment (Savoy Street) <i>New Cross Depot</i>

Route 73	
Monday 16th October 1871 NMET Islington (Upper Street)-Liverpool Road-Holloway Road-Nag's Head Holloway opened	New horse route (73H) (White) Moorgate-Angel Islington-Liverpool Road-Holloway Road-Nag's Head Holloway <i>Temporary Sidings at Islington Green</i>
Wednesday 18th June 1873 NMET Aldersgate-Goswell Road-Islington (City Road) opened	Horse route extended (73H) (White) Moorgate-Angel Islington-Liverpool Road-Holloway Road-Highgate Archway <i>Highgate (Holloway Road) Depot</i>
Wednesday 24th June 1896 LCC, LST and NMET North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (73H) (White) Moorgate-Angel Islington-Liverpool Road-Holloway Road-Highgate Archway <i>Highgate (Holloway Road) Depot</i>
Sunday 1st April 1906 LCC and NMET North Metropolitan Tramways Company lease terminated	Horse route taken over (73H) (White) Moorgate-Angel Islington-Liverpool Road-Holloway Road-Highgate Archway <i>Highgate (Holloway Road) Depot</i>
Saturday 15th June 1907 LCC Highbury Bridge closed for reconstruction	Horse route increased (73H) Moorgate-Angel Islington-Liverpool Road-Holloway Road-Highgate Archway <i>Highgate (Holloway Road) Depot</i>
Thursday 28th November 1907 LCC Highbury Bridge-Highgate Archway reopened for electric cars	Horse route truncated (73H) Moorgate-Angel Islington-Liverpool Road-Holloway Road <i>Cannonbury Depot</i>
Thursday 9th July 1908 LCC Finsbury Park-Nag's Head Holloway reopened for electric cars and Angel Islington-Smithfield opened	Horse route truncated (73H) Angel Islington-Liverpool Road-Holloway Road <i>Cannonbury Depot</i>
From Tuesday 15th October 1912 LCC	Route numbered 73(H) Angel Islington-Liverpool Road-Holloway Road <i>Cannonbury Depot</i>
Saturday 19th July 1913 LCC	Horse route withdrawn 73(H) Angel Islington-Liverpool Road-Holloway Road <i>Cannonbury Depot</i>
Monday 2nd February 1914 LCC	New route 73 Euston Road-Camden Town-Kentish Town-Parliament Hill Fields (Weekdays rush hours) <i>Hampstead Depot</i>
Tuesday 1st December 1914 LCC	Route withdrawn 73 Euston Road-Camden Town-Kentish Town-Parliament Hill Fields (Weekdays rush hours) <i>Hampstead Depot</i>

Route LT 73	
--------------------	--

<u>Saturday 22nd June 1901 EHAM</u> EAST HAM URBAN DISTRICT COUNCIL TRAMWAYS OPENED Becton Crossing-East Ham-Manor Park- Ilford Boundary and Barking Road (Boleyn)- East Ham-Barking Boundary opened	New routes (LT 73) Beckton Crossing-East Ham-Manor Park-Ilford Boundary <i>East Ham Depot</i> (LT 73/1) Barking Road (Boleyn)-East Ham-Manor Park-Ilford Boundary <i>East Ham Depot</i>
<u>July 1901 EHAM</u>	Route allocation revised (LT 73) Beckton Crossing-East Ham-Manor Park-Ilford Boundary <i>East Ham Depot</i>
<u>October 1901 EHAM</u>	Route increased (LT 73) Beckton Crossing-East Ham-Manor Park-Ilford Boundary <i>East Ham Depot</i> Route withdrawn (LT 73/1) Barking Road (Boleyn)-East Ham-Manor Park-Ilford Boundary <i>East Ham Depot</i>
<u>Thursday 27th March 1902 EHAM</u> Manor Park-Cemetery Gates, Wanstead opened	New route (LT 73/2) Manor Park-Cemetery Gates, Wanstead <i>1 car from East Ham Depot</i>
<u>By Saturday 29th November 1902 EHAM</u>	Route diverted (LT 73) Beckton Crossing-East Ham-Manor Park-Cemetery Gates, Wanstead <i>East Ham Depot</i> Route withdrawn (LT 73/2) Manor Park-Cemetery Gates, Wanstead <i>1 car from East Ham Depot</i>
<u>Tuesday 10th March 1903 EHAM</u> Cemetery Gates, Wanstead-Wanstead Park opened	Route extended (LT 73) Beckton Crossing-East Ham-Manor Park-Wanstead Park <i>East Ham Depot</i>
<u>Wednesday 25th March 1903 EHAM</u> Beckton Crossing-Royal Albert Docks opened	Route extended (LT 73) Royal Albert Docks-East Ham-Manor Park-Wanstead Park <i>East Ham Depot</i>
<u>Monday 5th January 1925 EHAM</u>	Route extended (LT 73) Royal Albert Docks-East Ham-Manor Park-Wanstead Park <i>East Ham Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (LT 73) Royal Albert Docks-East Ham-Manor Park-Wanstead Park <i>East Ham Depot</i>
<u>Thursday 17th August 1933</u>	Route allocation revised (LT 73) Royal Albert Docks-East Ham-Manor Park-Wanstead Park <i>West Ham Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(LT 73) route renumbered 73 73 Royal Albert Docks-East Ham-Manor Park-Wanstead Park <i>West Ham Depot</i>
<u>Wednesday 7th October 1936</u>	Route withdrawn 73 Royal Albert Docks-East Ham-Manor Park-Wanstead Park <i>West Ham Depot</i>

Route LUT 73	
<u>Saturday 26th May 1906 LUT</u> Brentford-Hanwell, Kingston-Ham Boundary, Richmond Park Gates branch and Norbiton Church-New Malden opened	New route (LUT 73) Kingston Hill-Kingston-Surbiton Station-(rush hours) Dittons (Windows Bridge) <i>Fulwell Depot</i>
<u>Tuesday 16th April 1907 LUT</u>	Route increased (LUT 73) Kingston Hill-Kingston-Surbiton Station-Dittons (Windows Bridge) <i>Fulwell Depot</i>
<u>July 1913 LUT</u>	Route numbered (LUT) 73 Kingston Hill-Kingston-Surbiton Station-Dittons (Windows Bridge) <i>Fulwell Depot</i>
<u>Saturday 31st March 1917 LUT</u>	Route truncated (LUT) 73 Kingston-Surbiton Station-Dittons (Windows Bridge) <i>Fulwell Depot</i>
<u>Tuesday 1st May 1917 LUT</u>	Route reinstated (LUT) 73 Kingston Hill-Kingston-Surbiton Station-Dittons (Windows Bridge) <i>Fulwell Depot</i>
<u>Wednesday 15th May 1918 LUT</u> (LUT) routes suspended on Sunday morning	
<u>Sunday 16th June 1918 LUT</u> (LUT) routes reinstated on Sunday morning	
<u>Thursday 3rd May 1928</u>	Route allocation revised (LUT) 73 Kingston Hill-Kingston-Surbiton Station-Dittons (Windows Bridge) <i>Fulwell Depot</i>

<u>Monday 15th June 1931 LUT</u> Trolleybus conversion	Route partially replaced by trolleybuses 2 and 3 (LUT) 73 Kingston-Surbiton Station-Dittons (Windows Bridge) <i>Fulwell Depot</i>
<u>Wednesday 15th July 1931 LUT</u> Trolleybus conversion	Route partially replaced by trolleybuses 2 and 3 (LUT) 73 Surbiton Station-Dittons (Windows Bridge) <i>Fulwell Depot</i>
<u>Wednesday 29th July 1931 LUT</u> Trolleybus conversion	Route replaced by trolleybuses 2 and 3 (LUT) 73 Surbiton Station-Dittons (Windows Bridge) <i>Fulwell Depot</i>

Route 74	
<u>Thursday 7th December 1882</u> LSN London Southern Tramways Company opened between Stockwell-Brixton-Loughborough Junction-Camberwell Green and Loughborough Junction-Brixton (Coldharbour Lane)	New horse route (74H) (Brown) Camberwell Green-Loughborough Junction-Brixton (Coldharbour Lane) <i>Stockwell Road Depot</i>
<u>Tuesday 2nd October 1906 LCC and LSN</u> London Southern Tramways Company purchased by LCC	Horse route taken over (74H) (Brown) Camberwell Green-Loughborough Junction-Brixton (Coldharbour Lane) <i>Stockwell Road Depot</i>
<u>Wednesday 3rd October 1906 LCC</u>	Horse route withdrawn (74H) Camberwell Green-Loughborough Junction-Brixton (Coldharbour Lane) <i>Stockwell Road Depot</i>
<u>Saturday 21st November 1908 LCC</u> Brixton-Loughborough Junction-Camberwell Green reopened for electric cars (overhead system)	New route (74) St George's Church-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton <i>Camberwell and Streatham Depots</i>
<u>Tuesday 8th December 1908 LCC</u>	Route extended (74) St George's Church-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton-Stockwell-Vauxhall-Victoria <i>Camberwell and Streatham Depots</i>
<u>Sunday 10th October 1909 LCC</u>	Route allocation revised (74) St George's Church-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton-Stockwell-Vauxhall-Victoria <i>Norwood Depot</i>
<u>Monday 7th February 1910 LCC</u>	Route truncated (74) St George's Church-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton <i>Norwood Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 74 St George's Church-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton <i>Norwood Depot</i>
<u>Friday 28th November 1913 LCC</u>	Route extended 74 Southwark Bridge-St George's Church-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton <i>Norwood Depot</i>
<u>by March 1914 LCC</u>	Route reduced 74 Southwark Bridge (Weekdays)-St George's Church-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton <i>Norwood Depot</i>
<u>Saturday 25th June 1921 LCC</u>	Route increased 74 Southwark Bridge-St George's Church-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton <i>Norwood Depot</i>
<u>Sunday 22nd January 1922 LCC</u>	Route withdrawn 74 Southwark Bridge (Weekdays)-St George's Church-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton <i>Norwood Depot</i>
<u>Mon 13th November 1922 LCC</u>	New route 74 (Weekdays rush hours) Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars <i>New Cross Depot</i>
<u>Thursday 2nd September 1926 LCC</u>	Route increased 74 (Weekdays) Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars <i>New Cross Depot</i>

<u>Sunday 10th June 1928 LCC</u>	Route operation revised and became daily 74 Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (Savoy Street) (worked with route 72) <i>New Cross Depot</i>
<u>Thursday 3rd April 1930 LCC</u> New junction at Stanstead Road, Forest Hill opened	Route extended 74 Grove Park-Catford-Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (Savoy Street) <i>New Cross Depot</i> New route 74EX (Weekdays rush hours) Downham-Victoria Embankment (Savoy Street) <i>Cars from route 74 allocation from New Cross Depot</i>
<u>Thursday 14th May 1931 LCC</u>	Route reduced 74 Grove Park (Saturday pm and Sunday)-Beckenham Lane-Catford-Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street)-(Sunday) Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
<u>Tuesday 2nd August 1932 LCC</u>	Route increased 74 Grove Park (Saturday pm and Sunday)-Downham (Bromley Road)-Catford-Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street)-(Sunday) Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 74 Grove Park (Saturday pm and Sunday)-Downham (Bromley Road)-Catford-Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street)-(Sunday) Victoria Embankment (Savoy Street) <i>New Cross Depot</i> 74EX (Weekdays rush hours) Downham-Victoria Embankment (Savoy Street) <i>Cars from route 74 allocation from New Cross Depot</i>
<u>Sunday 31st December 1933</u>	Route reduced 74 Grove Park (Saturday pm)-Downham Way, Bromley Road-Catford-Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street)-(Sunday) Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
Wednesday 2nd August 1939	Route withdrawn 74EX (Weekdays rush hours) Downham-Victoria Embankment (Savoy Street) <i>Cars from route 74 allocation from New Cross Depot</i>
Sunday 10th June 1945	Route extended on Sundays 74 Grove Park (Saturday pm and Sundays)-Downham Way, Bromley Road-Catford-Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street)-(Sunday) Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 74 Grove Park (Saturday pm and Sundays)-Downham Way, Bromley Road-Catford-Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street)-(Sunday) Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
Saturday 3rd January 1948	Route extended 74 Grove Park (Saturdays and Sundays)-Downham Way, Bromley Road-Catford-Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street)-(Sunday) Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
Wednesday 13th April 1949	Route extended 74 Grove Park(not early Saturday mornings)-Catford-Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street)-(Sunday) Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
Wednesday 19th October 1949	Route extended 74 Grove Park-Catford-Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street)-(Sunday) Victoria Embankment (Savoy Street) <i>New Cross Depot</i>

Saturday 5th January 1952 Stage 6 of Bus conversion	Route replaced by 179 bus 74 Grove Park-Catford-Forest Hill-Brockley-New Cross-Old Kent Road-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (John Carpenter Street)- (Sunday) Victoria Embankment (Savoy Street) <i>New Cross Depot</i>
---	---

Route 75	
Wednesday 26th March 1879 NMET New North Road-Highbury opened	New horse route (75H) (Brown) Moorgate-New North Road-Highbury-Holloway Road-Nag's Head Holloway-Finsbury Park <i>Cannonbury and Finsbury Park Depots</i>
Wednesday 24th June 1896 LCC, LST and NMET North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (75H) (Brown) Moorgate-New North Road-Highbury-Holloway Road-Nag's Head Holloway-Finsbury Park <i>Cannonbury and Finsbury Park Depots</i>
Sunday 1st April 1906 LCC and NMET North Metropolitan Tramways Company lease terminated	Horse route taken over (75H) (Brown) Moorgate-New North Road-Highbury-Holloway Road-Nag's Head Holloway-Finsbury Park <i>Cannonbury and Finsbury Park Depots</i>
Saturday 15th June 1907 LCC Highbury Bridge closed for reconstruction	Horse route truncated (75H) Moorgate-New North Road-Highbury Corner <i>Cannonbury Depot</i>
From Tuesday 15th October 1912 LCC	Route numbered 75(H) Moorgate-New North Road-Highbury Corner <i>Cannonbury Depot</i>
Monday 23rd June 1913 LCC and MET Highbury Station-Cannonbury Road-New North Road horse line closed for reconstruction	Horse route withdrawn 75(H) Moorgate-New North Road-Highbury Corner <i>Cannonbury Depot</i>
Thursday 25th June 1914 LCC Old Street-Cannonbury Road-Highbury Corner reopened for electric cars New East to North junction installed at Dalston opened Friday 6th March 1914	New route 75 Stamford Hill-Dalston-Balls Pond Road-'Angel Islington'-Holborn (Weekdays rush hours) <i>Stamford Hill Depot</i>
Tuesday 20th April 1915 LCC	Route increased 75 Stamford Hill-Dalston-Balls Pond Road-'Angel Islington'-Holborn (Weekdays) <i>Stamford Hill Depot</i>
Saturday 1st July 1933 LPTB LPTB took over all London tramways	Route at 1st July 1933 75 Stamford Hill-Dalston-Balls Pond Road-'Angel Islington'-Holborn (Weekdays) <i>Stamford Hill Depot</i>
Sunday 5th February 1939 Trolleybus conversion	Route withdrawn 75 Stamford Hill-Dalston-Balls Pond Road-'Angel Islington'-Holborn (Weekdays) <i>Stamford Hill Depot</i>

Route LUT 75	
Saturday 26th May 1906 LUT Brentford-Hanwell, Kingston-Ham Boundary, Richmond Park Gates branch and Norbiton Church-New Malden opened	New route (LUT 75) Ham Boundary-Kingston-Surbiton-Tolworth <i>Fulwell Depot</i>
Wednesday 3rd October 1906 LUT	Route allocation revised (LUT 75) Ham Boundary-Kingston-Surbiton-Tolworth <i>Fulwell Depot</i>
Tuesday 16th April 1907 LUT	Route truncated (LUT 75) Ham Boundary-King's Road, Chelsea Junction <i>1 car from Fulwell Depot</i>
July 1913 LUT	Route numbered (LUT) 75 Ham Boundary-King's Road, Chelsea Junction <i>1 car from Fulwell Depot</i>
Saturday 31st March 1917 LUT	Route withdrawn (LUT) 75 Ham Boundary-King's Road, Chelsea Junction <i>1 car from Fulwell Depot</i>
Monday 29th October 1917 LUT	Route reinstated (LUT) 75 Ham Boundary-King's Road, Chelsea Junction <i>Fulwell Depot (by extending route 69 at shift change times)</i>
Wednesday 15th May 1918 LUT (LUT) routes suspended on Sunday morning	

Sunday 16th June 1918 LUT (LUT) routes reinstated on Sunday morning	
Wednesday 5th May 1920 LUT	Route reduced (LUT) 75 Ham Boundary-King's Road, Chelsea Junction <i>1 car from Fulwell Depot at shift change times</i>
Saturday 2nd May 1931	Route withdrawn (LUT) 75 Ham Boundary-King's Road, Chelsea Junction <i>1 car from Fulwell Depot at shift change times</i>

Route 76	
Thursday 7th December 1882 LSN London Southern Tramways Company opened between Stockwell-Brixton-Loughborough Junction-Camberwell Green and Loughborough Junction-Brixton (Coldharbour Lane)	New horse route (76H) (Blue) Stockwell-Brixton-Loughborough Junction-Camberwell Green <i>Stockwell Road Depot</i>
Sunday 21st August 1887 LSN Stockwell-Vauxhall Cross opened	Horse routes extended (76H) (Blue) Vauxhall Cross-Stockwell-Brixton-Loughborough Junction-Camberwell Green <i>Stockwell Road Depot</i>
Thursday 25th June 1903 LCC Camberwell Green-Kennington reopened for electric cars	New route (76) Blackfriars Bridge-Elephant and Castle-Kennington Gate-Camberwell Green Camberwell (New Road) Depot
Thursday 11th February 1904 LCC	Route withdrawn (76) Blackfriars Bridge-Elephant and Castle-Kennington Gate-Camberwell Green Camberwell (New Road) Depot
Tuesday 2nd October 1906 LCC and LSN London Southern Tramways Company purchased by LCC	Horse route taken over (76H) (Blue) Vauxhall Cross-Stockwell-Brixton-Loughborough Junction-Camberwell Green <i>Stockwell Road Depot</i>
Wednesday 3rd October 1906 LCC	Horse route truncated (76H) Loughborough Junction-Camberwell Green <i>Stockwell Road Depot</i>
Saturday 21st November 1908 LCC Brixton-Loughborough Junction-Camberwell Green reopened for electric cars (overhead system)	Horse route withdrawn (76H) Loughborough Junction-Camberwell Green <i>Stockwell Road Depot</i>
Friday 1st November 1912 LCC	New route 76 Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Kennington-Brixton-Herne Hill (Weekdays rush hours) <i>Norwood Depot</i>
bet July 1913 and September 1913 LCC	Route extended 76 Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Kennington-Brixton-Herne Hill-West Norwood (Weekdays rush hours) <i>Norwood Depot</i>
Tuesday 4th November 1913 LCC	Route increased 76 Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Kennington-Brixton-Herne Hill-West Norwood (daily except Sunday before 4.30 pm) <i>Norwood Depot</i>
Monday 24th August 1914 LCC	Routes increased 76 Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Kennington-Brixton-Herne Hill-West Norwood (Monday to Friday rush hours, Saturday and Sunday) <i>Norwood Depot</i>
by January 1916 LCC	Route withdrawn 76 Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Kennington-Brixton-Herne Hill-West Norwood (Monday to Friday rush hours, Saturday and Sunday) <i>Norwood Depot</i>
Thursday 16th June 1921 LCC	Route reinstated 76 West Norwood-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment (worked with route 80) <i>Norwood Depot</i>
Monday 12th November 1923 LCC Changing of route numbers on cars on Victoria Embankment loop (except route 76 and 80) discontinued	

<u>Thursday 10th December 1925 LCC</u>	Route operation revised 76 West Norwood-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-West Norwood (worked with route 80) <i>Norwood Depot</i>
<u>Sunday 3rd October 1926 LCC</u>	Route reduced 76 West Norwood-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-West Norwood (worked with route 80) (Sunday before 3 pm route 80 West Norwood to Blackfriars Bridge, returning as route 76) <i>Norwood Depot</i>
<u>Sunday 26th June 1927 LCC</u>	Route reduced 76 West Norwood-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-West Norwood (worked with route 80) (Sunday route 80 West Norwood to Blackfriars Bridge, returning as route 76) <i>Norwood Depot</i>
<u>by early 1929 LCC</u>	Routes reduced 76 (Weekdays) West Norwood-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-West Norwood (worked with route 80) <i>Norwood Depot</i>
<u>Thursday 14th May 1931 LCC</u>	Route withdrawn 76 (Weekdays) West Norwood-Brixton-Kennington Road-Westminster Bridge-Victoria Embankment-Blackfriars Bridge-Elephant and Castle-West Norwood (worked with route 80) <i>Norwood Depot</i>

Route 77	
<u>Tuesday 1st October 1872 NMET</u> Islington Green-Essex Road-Balls Pond Road-Dalston opened	New horse route (77H) (Green) Islington Green-Essex Road-Dalston <i>Temporary Sidings at Islington Green</i>
<u>Monday 27th January 1873 NMET</u> Aldersgate-Goswell Road-Islington (City Road) opened	Horse route extended (77H) (Green) Aldersgate-Islington Green-Essex Road-Dalston <i>Temporary Sidings at Islington Green</i>
<u>Wednesday 26th March 1879 NMET</u>	Horse route allocation revised (77H) (Green) Aldersgate-Islington Green-Essex Road-Dalston <i>Cannonbury Depot</i>
<u>Tuesday 5th August 1879 NMET</u> Dalston-Hackney opened	Horse route extended (77H) (Green) Aldersgate-Islington Green-Essex Road-Dalston-Hackney (Well Street) <i>Cannonbury Depot</i>
<u>December 1882 NMET</u>	Horse route allocation revised (77H) (Green) Aldersgate-Islington Green-Essex Road-Dalston-Hackney (Well Street) <i>Cannonbury and Hackney Depots</i>
<u>Wednesday 24th June 1896 LCC, LST and NMET</u> North Metropolitan Tramways Company and London Street Tramways Company lines in LCC area purchased by LCC and leased back to the North Metropolitan Tramways Company for 14 years	Horse route taken over (77H) (Green) Aldersgate-Islington Green-Essex Road-Dalston-Hackney (Well Street) <i>Cannonbury and Hackney Depots</i>
<u>Sunday 1st April 1906 LCC and NMET</u> North Metropolitan Tramways Company lease terminated	Horse route taken over (77H) (Green) Aldersgate-Islington Green-Essex Road-Dalston-Hackney (Well Street) <i>Cannonbury and Hackney Depots</i>
<u>Wednesday 27th November 1907 LCC</u> Aldersgate-Goswell Road-Angel Islington reopened for electric cars	Horse route diverted (77H) Smithfield-Islington Green-Essex Road-Dalston-Hackney (Well Street) <i>Cannonbury and Hackney Depots</i>
<u>Saturday 31st July 1909 LCC</u> Angel Islington-Essex Road-St Paul's Road, Dalston (Balls Pond Road) reopened for electric cars	Horse route truncated (77H) St Paul's Road, Dalston (Balls Pond Road)-Hackney (Well Street) <i>Cannonbury Depot</i>

<u>From Tuesday 15th October 1912 LCC</u>	Route numbered 77(H) St Paul's Road, Dalston (Balls Pond Road)-Hackney (Well Street) <i>Cannonbury Depot</i>
<u>Thursday 20th March 1913 LCC</u> Dalston Junction-Hackney, Mare Street reopened for electric cars	New route 77 Dalston Lane-Hackney Station <i>Hackney Depot</i> Horse route truncated 77(H) St Paul's Road, Dalston-Dalston Junction <i>Cannonbury Depot</i>
<u>Saturday 26th July 1913 LCC</u> Balls Pond Road-Dalston Junction reopened for electric cars	Route extended 77 Balls Pond Road-Dalston Junction-Hackney Station <i>Hackney Depot</i>
<u>Friday 6th March 1914 LCC</u> Balls Pond Road (eastern part) reopened for electric cars	Route extended 77 Aldersgate-'Angel Islington'-Balls Pond Road-Dalston Junction-Hackney Station <i>Hackney Depot</i> Horse route withdrawn 77(H) St Paul's Road, Dalston-Dalston Junction <i>Cannonbury Depot</i>
<u>March 1915 LCC</u>	Route extended 77 Aldersgate-'Angel Islington'-Balls Pond Road-Dalston Junction-Hackney Station-Lower Clapton <i>Hackney Depot</i>
<u>Sunday 25th July 1915 LCC</u>	Route truncated 77 Aldersgate-'Angel Islington'-Balls Pond Road-Dalston Junction-Hackney Station (Not Weekdays evening or Sunday) <i>Hackney Depot</i>
<u>Thursday 1st December 1921 LCC</u> Connection between Well Street and Mare Street, Hackney with a plough shift opened	Route extended 77 West India Docks-Mile End-Hackney-Dalston-'Angel Islington'-Aldersgate <i>Hackney and Bow Depots</i>
<u>Thursday 3rd May 1928 LCC and MET</u>	Route allocation revised 77 West India Docks-Mile End-Hackney-Dalston-'Angel Islington'-Aldersgate <i>Hackney Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 77 West India Docks-Mile End-Hackney-Dalston-'Angel Islington'-Aldersgate <i>Hackney Depot</i>
<u>Sunday 10th September 1939</u> Trolleybus conversion	Route replaced by 677 trolleybus 77 West India Docks-Mile End-Hackney-Dalston-'Angel Islington'-Aldersgate <i>Hackney Depot</i>

Route LUT 77	
<u>Thursday 1st March 1906 LUT</u> FIRST ELECTRIC TRAM ROUTE OVER A THAMES BRIDGE Official and public opening of Hampton Wick-Thames Ditton, Tolworth and Clarence Street-Kingston Hill lines	New route (LUT 77) Surbiton Station-Tolworth <i>Fulwell Depot</i>
<u>Saturday 26th May 1906 LUT</u> Brentford-Hanwell, Kingston-Ham Boundary, Richmond Park Gates branch and Norbiton Church-New Malden opened	Route extended (LUT 77) Richmond Park Gates-Kingston-Surbiton Station-Tolworth <i>Fulwell Depot</i>
<u>July 1913 LUT</u>	Route numbered (LUT) 77 Richmond Park Gates-Kingston-Surbiton Station-Tolworth <i>Fulwell Depot</i>
<u>Wednesday 15th May 1918 LUT</u> (LUT) routes suspended on Sunday morning	
<u>Sunday 16th June 1918 LUT</u> (LUT) routes reinstated on Sunday morning	
<u>June 1922 LUT</u> One-man car 341 entered route on (LUT) 77 route	
<u>Wednesday 4th October 1922 MET</u> One-man car 341 withdrawn from (LUT) 77 route	
<u>Monday 15th June 1931 LUT</u> Trolleybus conversion	Route partially replaced by trolleybuses 2 and 3 (LUT) 77 Richmond Park Gates (rush hours)-Kingston-Surbiton Station-Tolworth <i>Fulwell Depot</i>
<u>Wednesday 29th July 1931 LUT</u> Trolleybus conversion	Route replaced by trolleybuses 2 and 3 (LUT) 77 Richmond Park Gates (rush hours)-Kingston-Surbiton Station-Tolworth <i>Fulwell Depot</i>

Route 78	Including connecting horse bus route
<u>Friday 30th May 1884</u> <u>LSN</u> Loughborough Junction-Herne Hill opened	New horse routes (78H) (Red) Stockwell-Brixton-Loughborough Junction-Herne Hill <i>Stockwell Road Depot</i>
<u>Thursday 10th July 1884</u> <u>LSN</u> Herne Hill-Tulse Hill (Thurlow Park Road) opened	Horse routes extended (78H) (Red) Stockwell-Brixton-Loughborough Junction-Herne Hill-Tulse Hill <i>Stockwell Road Depot</i>
<u>Thursday 4th June 1885</u> <u>LSN</u> Tulse Hill (Thurlow Park Road)-West Norwood opened	Horse routes extended (78H) (Red) Stockwell-Brixton-Loughborough Junction-Herne Hill-Tulse Hill-West Norwood <i>Stockwell Road and West Norwood Depots</i>
<u>August 1885 SLT</u>	New horse bus route (78H) (Red) Vauxhall-Stockwell <i>Battersea (Queen's Road) Depot</i>
<u>Sunday 21st August 1887</u> <u>LSN and LTC</u> Stockwell-Vauxhall Cross opened	Horse route extended (78H) (Red) Vauxhall Cross-Stockwell-Brixton-Loughborough Junction-Herne Hill-Tulse Hill-West Norwood <i>Stockwell Road and West Norwood Depots</i> Horse bus route withdrawn (78H) (Red) Vauxhall-Stockwell <i>Battersea (Queen's Road) Depot</i>
<u>Wednesday 16th May 1888 LSN</u> LSN route (78H) operated over SLT line to Westminster Bridge	Horse route extended (78H) (Red) Westminster Bridge-Vauxhall Cross-Stockwell-Brixton-Loughborough Junction-Herne Hill-Tulse Hill-West Norwood <i>Stockwell Road and West Norwood Depots</i>
<u>Wednesday 31st October 1888 LSN</u> LSN route (78H) operating over SLT line to Westminster Bridge withdrawn	Horse route truncated (78H) (Red) Vauxhall Cross-Stockwell-Brixton-Loughborough Junction-Herne Hill-Tulse Hill-West Norwood <i>Stockwell Road and West Norwood Depots</i>
<u>Tuesday 2nd October 1906 LCC and LSN</u> London Southern Tramways Company purchased by LCC	Horse route taken over (78H) (Red) Vauxhall Cross-Stockwell-Brixton-Loughborough Junction-Herne Hill-Tulse Hill-West Norwood <i>Stockwell Road and West Norwood Depots</i>
<u>Saturday 4th April 1908 LCC</u> Vauxhall-Stockwell-Brixton reopened for electric cars	Horse route truncated (78H) West Norwood-Herne Hill-Loughborough Junction-Brixton <i>West Norwood Depot</i>
<u>Saturday 21st November 1908 LCC</u> Brixton-Loughborough Junction-Camberwell Green reopened for electric cars (overhead system)	Horse route truncated (78H) West Norwood-Herne Hill-Loughborough Junction <i>West Norwood Depot</i>
<u>Friday 28th May 1909 LCC</u> Loughborough Junction-Herne Hill reopened for electric cars (overhead system)	Horse route truncated (78H) West Norwood-Herne Hill <i>West Norwood Depot</i>
<u>Sunday 30th May 1909 LCC</u> Herne Hill-West Norwood reopened for electric cars (overhead system)	Horse route withdrawn (78H) West Norwood-Herne Hill <i>West Norwood Depot</i>
<u>Monday 7th February 1910 LCC</u>	New route (78) Victoria-Vauxhall-Brixton-Loughborough Junction-Herne Hill-West Norwood <i>Norwood Depot</i>
<u>Friday 5th April 1912 LCC</u> Brixton-Herne Hill (overhead system) opened	Route diverted (78) Victoria-Vauxhall-Brixton-Herne Hill-West Norwood <i>Norwood Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 78 Victoria-Vauxhall-Brixton-Herne Hill-West Norwood <i>Norwood Depot</i>
<u>Thursday 14th May 1931 LCC</u>	Route reduced 78 Victoria-Vauxhall-Brixton-Herne Hill-West Norwood <i>Norwood Depot</i>
<u>Thursday 14th April 1932 LCC</u>	Route increased 78 Victoria-Vauxhall-Brixton-Herne Hill-West Norwood <i>Norwood Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 78 Victoria-Vauxhall-Brixton-Herne Hill-West Norwood <i>Norwood Depot</i>
<u>Sunday 2nd June 1935</u>	Route reduced 78 Victoria-Vauxhall-Brixton-Herne Hill-West Norwood (not before 11am Sundays) <i>Norwood Depot</i>

<u>Sunday 14th June 1936</u>	Route reduced 78 (Weekdays) Victoria-Vauxhall-Brixton-Herne Hill-West Norwood <i>Norwood Depot</i>
Thursday 1st January 1948 London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 78 (Weekdays) Victoria-Vauxhall-Brixton-Herne Hill-West Norwood <i>Norwood Depot</i>
Saturday 5th January 1952 Stage 6 of Bus conversion	Route replaced by 178 bus 78 (Weekdays) Victoria-Vauxhall-Brixton-Herne Hill-West Norwood <i>Norwood Depot</i>

Route 79	
<u>Monday 23rd June 1913 LCC and MET</u> New through running route 79 introduced	New route 79 Smithfield-Angel Islington-Highbury-Holloway Road-Finsbury Park-Tottenham-Edmonton-Waltham Cross <i>Edmonton and Holloway Depots</i>
<u>Wednesday 7th October 1914 LCC and MET</u>	Route increased 79 Smithfield-Angel Islington-Highbury-Holloway Road-Finsbury Park-Tottenham-Edmonton-Waltham Cross <i>Edmonton and Holloway Depots</i>
<u>Wednesday 2nd June 1920 LCC and MET</u>	Route allocation revised 79 Smithfield-Angel Islington-Highbury-Holloway Road-Finsbury Park-Tottenham-Edmonton-Waltham Cross <i>Edmonton Depot</i>
<u>Sunday 24th April 1932 LCC and MET</u> Route between Ponders End and Waltham Cross withdrawn on Sunday	Route diverted 79 Smithfield-Angel Islington-Highbury-Holloway Road-Finsbury Park-Tottenham-Edmonton-(Weekdays) Waltham Cross (Sunday to Enfield Town) <i>Edmonton Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 79 Smithfield-Angel Islington-Highbury-Holloway Road-Finsbury Park-Tottenham-Edmonton-(Weekdays) Waltham Cross (Sunday to Enfield Town) <i>Edmonton Depot</i>
Sunday 16th October 1938 Trolleybus conversion	Route replaced by 679 trolleybus 79 Smithfield-Angel Islington-Highbury-Holloway Road-Finsbury Park-Tottenham-Edmonton-(Weekdays) Waltham Cross (Sunday to Enfield Town) <i>Edmonton Depot</i>

Route 80	
<u>Friday 30th May 1884</u> LSN Loughborough Junction-Herne Hill opened	New horse route (80H) (Brown) Camberwell Green-Loughborough Junction-Herne Hill <i>Stockwell Road Depot</i>
<u>Thursday 10th July 1884</u> LSN Herne Hill-Tulse Hill (Thurlow Park Road) opened	Horse route extended (80H) (Brown) Camberwell Green-Loughborough Junction-Herne Hill-Tulse Hill <i>Stockwell Road Depot</i>
<u>Thursday 4th June 1885</u> LSN Tulse Hill (Thurlow Park Road)-West Norwood opened	Horse routes extended (80H) (Brown) Camberwell Green-Loughborough Junction-Herne Hill-Tulse Hill-West Norwood <i>West Norwood Depot</i>
<u>Tuesday 2nd October 1906 LCC and LSN</u> London Southern Tramways Company purchased by LCC	Horse route taken over (80H) (Brown) Camberwell Green-Loughborough Junction-Herne Hill-Tulse Hill-West Norwood <i>West Norwood Depot</i>
<u>Saturday 21st November 1908 LCC</u> Brixton-Loughborough Junction-Camberwell Green reopened for electric cars (overhead system)	Horse route withdrawn (80H) Camberwell Green-Loughborough Junction-Herne Hill-Tulse Hill-West Norwood <i>West Norwood Depot</i>
<u>Friday 28th May 1909 LCC</u> Loughborough Junction-Herne Hill reopened for electric cars (overhead system)	New route (80) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill <i>Camberwell Depot</i>
<u>Sunday 30th May 1909 LCC</u> Herne Hill-West Norwood reopened for electric cars (overhead system)	Route extended (80) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood <i>Camberwell Depot</i>

<u>Sunday 10th October 1909 LCC</u>	Route allocation revised (80) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood <i>Norwood Depot</i>
<u>Monday 22nd November 1909 LCC</u>	Route reduced (80) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green (Weekdays rush hours)-Loughborough Junction-Herne Hill-West Norwood <i>Norwood Depot</i>
<u>Monday 7th February 1910 LCC</u>	Route reduced (80) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood (Weekdays rush hours) <i>Norwood Depot</i>
<u>Sunday 1st May 1910 LCC</u>	Route increased (80) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood (Weekdays rush hours and Sunday) <i>Norwood Depot</i>
<u>Wednesday 28th September 1910 LCC</u>	Route increased (80) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood (Weekdays rush hours and Sunday between Camberwell Green and West Norwood) <i>Norwood Depot</i>
<u>May 1911 LCC</u>	Route reduced (80) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood (Weekdays rush hours and Sunday) <i>Norwood Depot</i>
<u>Friday 5th April 1912 LCC</u> Brixton-Herne Hill (overhead system) opened	Route increased (80) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood (Weekdays rush hours and Sunday) (daily between Camberwell Green and West Norwood) <i>Norwood Depot</i>
<u>by Tuesday 15th October 1912 LCC</u>	Route reduced (80) Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood (Weekdays rush hours) (daily between Camberwell Green and West Norwood) <i>Norwood Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 80 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood (Weekdays rush hours) (daily between Camberwell Green and West Norwood) <i>Norwood Depot</i>
<u>bet July 1913 and September 1913 LCC</u>	Route increased 80 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood (Weekdays rush hours and Sunday) (daily between Camberwell Green and West Norwood) <i>Norwood Depot</i>
<u>Tuesday 4th November 1913 LCC</u>	Route increased 80 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-(not Weekdays slack hours) West Norwood <i>Norwood Depot</i>
<u>Monday 24th August 1914 LCC</u>	Route increased 80 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood <i>Norwood Depot</i>
<u>Sunday 19th December 1915 LCC</u>	Route reduced 80 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-St George's Road-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood (Weekdays Victoria Embankment (Waterloo Bridge)-Camberwell Green) <i>Norwood Depot</i>

<u>Monday 27th March 1916 LCC</u>	Route diverted 80 Blackfriars (New Bridge Street)-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood <i>Norwood Depot</i> (partial replacement for closed SECR stations)
<u>Sunday 26th November 1916 LCC</u>	Route reduced 80 Blackfriars (New Bridge Street) (Weekdays)-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood <i>Norwood Depot</i>
<u>Tuesday 12th May 1918 LCC</u>	Route reduced 80 Blackfriars (New Bridge Street) (Weekdays, not after 9 pm)-Elephant and Castle-Camberwell Green-(Weekdays) Loughborough Junction-Herne Hill-West Norwood <i>Norwood Depot</i>
<u>May 1919 LCC</u>	Route increased 80 Blackfriars (New Bridge Street)-Elephant and Castle-Camberwell Green-Loughborough Junction-Herne Hill-West Norwood <i>Norwood Depot</i>
<u>Thursday 16th June 1921 LCC</u>	Route operation revised 80 West Norwood-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (worked with route 76) <i>Norwood Depot</i>
<u>Monday 12th November 1923 LCC</u> Changing of route numbers on cars on Victoria Embankment loop (except route 76 and 80) discontinued	
<u>Thursday 10th December 1925 LCC</u>	Route operation revised 80 West Norwood-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-West Norwood (worked with route 76) <i>Norwood Depot</i>
<u>Sunday 3rd October 1926 LCC</u>	Route reduced 80 West Norwood-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-West Norwood (worked with route 76) (Sunday before 3 pm route 80 West Norwood to Blackfriars Bridge, returning as route 76) <i>Norwood Depot</i>
<u>Sunday 26th June 1927 LCC</u>	Route reduced 80 West Norwood-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-West Norwood (worked with route 76) (Sunday route 80 West Norwood to Blackfriars Bridge, returning as route 76) <i>Norwood Depot</i>
<u>by early 1929 LCC</u>	Route reduced 80 West Norwood-Brixton-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Kennington Road-West Norwood (worked with route 76) (Sunday to Blackfriars Bridge and return) <i>Norwood Depot</i>
<u>Thursday 14th May 1931 LCC</u>	Route truncated 80 West Norwood-Brixton-Elephant and Castle-Blackfriars <i>Norwood Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 80 West Norwood-Brixton-Elephant and Castle-Blackfriars <i>Norwood Depot</i>
<u>Wednesday 1st November 1933</u>	Route withdrawn 80 West Norwood-Brixton-Elephant and Castle-Blackfriars <i>Norwood Depot</i>

Route 81	
<u>Saturday 12th May 1883 LBLW</u> Lea Bridge, Leyton and Walthamstow Tramway company opened between Lea Bridge (Waterworks Corner) and Leyton (Whipps Cross Road)	New horse route (81H) (Red) Lea Bridge (Waterworks Corner)-Leyton (Baker's Arms)-Leyton (Whipps Cross Road) <i>Leyton (Russell Road) Depot</i>
<u>Saturday 18th October 1884 LBLW</u> Lea Bridge, Leyton and Walthamstow Tramway company bankrupt and route closed	Horse route closed (81H) (Red) Lea Bridge (Waterworks Corner)-Leyton (Baker's Arms)-Leyton (Whipps Cross Road) <i>Leyton (Russell Road) Depot</i>

<p><u>Monday 13th May 1889 LBLW</u> New Lea Bridge, Leyton and Walthamstow Tramway company formed Lea Bridge (Waterworks Corner)-Leyton (Rising Sun) reopened and extension to Epping Forest (Rising Sun) opened</p>	<p>Restored horse route (81H) (Red) Lea Bridge (Waterworks Corner)-Leyton (Baker's Arms)-Epping Forest (Rising Sun) <i>Leyton (Lea Bridge Road) Depot</i></p>
<p><u>Monday 18th April 1892 LBLW</u> Upper Clapton Road (Cornthwaite Road)-Lea Bridge (Waterworks Corner) opened</p>	<p>Horse route extended (81H) (Red) Upper Clapton Road (Cornthwaite Road)-Leyton (Baker's Arms)-Epping Forest (Rising Sun) <i>Leyton (Lea Bridge Road) Depot</i></p>
<p><u>Thursday 13th April 1905 LBLW and LEY</u> Lea Bridge, Leyton and Walthamstow Tramway company lines in Leyton and Walthamstow acquired and lines in London leased by Leyton Council</p>	<p>Route taken over (81H) (Red) Upper Clapton Road (Cornthwaite Road)-Leyton (Baker's Arms)-Epping Forest (Rising Sun) <i>Leyton (Lea Bridge Road) Depot</i></p>
<p><u>Saturday 1st December 1906 LEY and WHAM</u> LEYTON COUNCIL TRAMWAYS OPENED Clapton (Lea Bridge)-Leyton (Baker's Arms)-Whipps Cross-Epping Forest (Rising Sun), Leyton (Baker's Arms) Leyton (GER) Station reopened and Whipps Cross-Leytonstone-Thatched House-West Ham boundary reopened and Leyton (GER) Station-Thatched House-Wanstead Flats officially and publicly opened</p>	<p>New route (81/1) Clapton (Lea Bridge)-Leyton (Baker's Arms)-Epping Forest (Rising Sun) <i>Leyton Depot</i> Horse route truncated (81H) (Red) Upper Clapton Road (Cornthwaite Road)-Clapton (Lea Bridge) <i>Leyton (Lea Bridge Road) Depot</i></p>
<p><u>Saturday 8th December 1906 LEY and WHAM</u></p>	<p>Route allocation revised (81/1) Clapton (Lea Bridge)- Leyton (Baker's Arms)-Epping Forest (Rising Sun) <i>Leyton Depot</i></p>
<p><u>Friday 31st May 1907 LEY and WHAM</u> Through running arrangements altered</p>	<p>Route increased (81/1) Clapton (Lea Bridge)- Leyton (Baker's Arms)-Epping Forest (Rising Sun) <i>Leyton Depot</i></p>
<p><u>Thursday 10th December 1908 LEY and LCC</u> Cornthwaite Road-Leyton boundary opened (overhead system) and leased to Leyton UDC for Leyton Cars</p>	<p>Route extended (81/1) Clapton (Cornthwaite Road)- Leyton (Baker's Arms)-Epping Forest (Rising Sun) <i>Leyton Depot</i> Horse route withdrawn (81H) (Red) Upper Clapton Road (Cornthwaite Road)-Clapton (Lea Bridge) <i>Leyton (Lea Bridge Road) Depot</i></p>
<p><u>Friday 1st July 1910 LEY and LCC</u> Lea Bridge Road connection (overhead system) opened Through running via Lea Bridge Road introduced</p>	<p>Route withdrawn (81/1) Clapton (Cornthwaite Road)- Leyton (Baker's Arms)-Epping Forest (Rising Sun) <i>Leyton Depot</i></p>
<p><u>Saturday 2nd November 1912 LEY and LCC</u></p>	<p>New route (81) EX (Weekdays rush hours) Aldgate-Whitechapel-Mare Street, Hackney-Lea Bridge Road-Leyton (Markhouse Road) <i>Hackney Depot</i></p>
<p><u>Friday 6th March 1914 LCC</u> Balls Pond Road (eastern part) reopened for electric cars</p>	<p>New route 81 Bloomsbury-'Angel Islington'-Balls Pond Road-Dalston Junction-Hackney Station <i>Hackney Depot</i> Route (81) EX renumbered 81EX 81EX (Weekdays rush hours) Aldgate-Whitechapel-Mare Street, Hackney-Lea Bridge Road-Leyton (Markhouse Road) <i>Hackney and Stamford Hill Depots</i></p>
<p><u>Monday 11th January 1915 LEY and LCC</u> Junction between Mare Street, Hackney and Graham Road double tracked</p>	<p>Route extended 81 Bloomsbury-'Angel Islington'-Balls Pond Road-Dalston Junction-Hackney Station-Lea Bridge Road-Leyton (Baker's Arms) <i>Hackney and Leyton Depots</i></p>
<p><u>April 1915 LEY and LCC</u></p>	<p>Route extended 81 Bloomsbury-'Angel Islington'-Balls Pond Road-Dalston Junction-Hackney Station-Lea Bridge Road-Leyton (Baker's Arms)-(Summer Sunday) Epping Forest (Rising Sun) <i>Hackney and Leyton Depots</i></p>
<p><u>by April 1916 LEY and LCC</u></p>	<p>Route truncated 81 Bloomsbury-'Angel Islington'-Balls Pond Road-Dalston Junction-Hackney Station-Lea Bridge Road-Leyton (Baker's Arms) <i>Hackney and Leyton Depots</i></p>

<u>Saturday 15th May 1920 LEY and LCC</u>	Route extended 81 Bloomsbury-'Angel Islington'-Balls Pond Road-Dalston Junction-Hackney Station-Lea Bridge Road-Leyton (Baker's Arms)-(Saturday afternoons and evenings)-Epping Forest (Rising Sun) <i>Hackney and Leyton Depots</i>
<u>July 1920 LEY and LCC</u>	Route extended 81 Bloomsbury-'Angel Islington'-Balls Pond Road-Dalston Junction-Hackney Station-Lea Bridge Road-Leyton (Baker's Arms)-(Saturday afternoons, evenings and Sunday)-Epping Forest (Rising Sun) <i>Hackney and Leyton Depots</i>
<u>Monday 11th July 1921 LEY and LCC</u>	Route extended 81 Bloomsbury-'Angel Islington'-Balls Pond Road-Dalston Junction-Hackney Station-Lea Bridge Road-Leyton (Baker's Arms)-Whipps Cross-(Weekdays after 9 am and Sunday) Epping Forest (Rising Sun) <i>Hackney and Leyton Depots</i>
<u>Thursday 5th March 1931 LEY and LCC</u>	Route extended 81 Bloomsbury-'Angel Islington'-Balls Pond Road-Dalston Junction-Hackney Station-Lea Bridge Road-Leyton (Baker's Arms)-Whipps Cross-Woodford "Napier Arms" <i>Hackney Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 81 Bloomsbury-'Angel Islington'-Balls Pond Road-Dalston Junction-Hackney Station-Lea Bridge Road-Leyton (Baker's Arms)-Whipps Cross-Woodford "Napier Arms" <i>Hackney Depot</i> 81EX (Weekdays rush hours) Aldgate-Whitechapel-Mare Street, Hackney-Lea Bridge Road-Leyton (Markhouse Road) <i>Hackney and Stamford Hill Depots</i>
<u>Sunday 5th February 1939</u> Trolleybus conversion	Route diverted and allocation changed 81EX (Weekdays rush hours) Bloomsbury-Mare Street, Hackney-Lea Bridge Road-Leyton (Markhouse Road) <i>Hackney Depot</i>
<u>Sunday 11th June 1939</u> Trolleybus conversion	Route replaced by 581 trolleybus 81 Bloomsbury-'Angel Islington'-Balls Pond Road-Dalston Junction-Hackney Station-Lea Bridge Road-Leyton (Baker's Arms)-Whipps Cross-Woodford "Napier Arms" <i>Hackney Depot</i> Route replaced by 581 trolleybus 81EX (Weekdays rush hours) Bloomsbury-Mare Street, Hackney-Lea Bridge Road-Leyton (Markhouse Road) <i>Hackney Depot</i>

Route LUT 81	
<u>Thursday 27th June 1907 LUT</u> Wimbledon Hill-Tooting (Longley Road), St George's Road-Francis Grove Loop and Merton (Haydons Road)- Summerstown opened	New route (LUT 81) Raynes Park (rush hours and weekends)-Wimbledon Hill Road-Wimbledon-Merton (Haydons Road)-Summerstown <i>Fulwell Depot</i>
<u>Wednesday 5th October 1910 LUT</u>	Route truncated (LUT 81) Summerstown-Merton (Haydons Road) <i>Fulwell Depot</i>
<u>July 1913 LUT</u>	Route numbered (LUT) 81 Summerstown-Merton (Haydons Road) <i>Fulwell Depot</i>
<u>Tuesday 8th May 1917 LUT</u>	Route allocation revised (LUT) 81 Summerstown-Merton (Haydons Road) <i>1 car from Fulwell Depot</i>
<u>Wednesday 15th May 1918 LUT</u> (LUT) routes suspended on Sunday morning	
<u>Sunday 16th June 1918 LUT</u> (LUT) routes reinstated on Sunday morning	
<u>Tuesday 2nd May 1922 LUT</u>	Route reduced (LUT) 81 Summerstown-Merton (Haydons Road) <i>1 car from Fulwell Depot</i>
<u>Thursday 16th April 1931 LCC and LUT</u> Through running and plough shift introduced at Summerstown	Route withdrawn (LUT) 81 Summerstown-Merton (Haydons Road) <i>1 car from Fulwell Depot</i>

Route 82	
-----------------	--

<u>Saturday 30th May 1908 LCC</u> Harlesden (Scrubs Lane)-Shepherds Bush-Hammersmith (Brook Green Road) opened (overhead system)	New route (82/1) Harlesden (Scrubs Lane)-Shepherds Bush-Hammersmith (Brook Green Road) <i>Hammersmith Depot</i>
<u>Saturday 23rd January 1909 LCC</u> Hammersmith (Queen Street)-Putney (overhead system) opened	New route (82/2) Hammersmith (Queen Street)-Putney <i>Hammersmith Depot</i> Route allocation revised (82/1) Harlesden (Scrubs Lane)-Shepherds Bush-Hammersmith (Brook Green Road) <i>Hammersmith Depot</i>
<u>Saturday 3rd June 1911 LCC</u> New junction at Scrubs Lane opened and through running route introduced	New route (82 EX) Edgware Road-Harrow Road-Harlesden (Scrubs Lane)-Shepherds Bush-Hammersmith (Brook Green Road) <i>Hammersmith Depot</i>
<u>Thursday 31st August 1911 LCC</u> Through running route terminated	Route allocations revised (82/1) Harlesden (Scrubs Lane)-Shepherds Bush-Hammersmith (Brook Green Road) <i>Hammersmith Depot</i> (82/2) Hammersmith (Queen Street)-Putney <i>Hammersmith Depot</i> Route withdrawn (82 EX) Edgware Road-Harrow Road-Harlesden (Scrubs Lane)-Shepherds Bush-Hammersmith (Brook Green Road) <i>Hammersmith Depot</i>
<u>Tuesday 30th January 1912 LCC</u> Putney Bridge-Road-Wandsworth (overhead system) opened and connection at Hammersmith brought into passenger use	New route (82) Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Hammersmith Depot</i> Routes withdrawn (82/1) Harlesden (Scrubs Lane)-Shepherds Bush-Hammersmith (Brook Green Road) <i>Hammersmith Depot</i> (82/2) Hammersmith (Queen Street)-Putney <i>Hammersmith Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 82 Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Hammersmith Depot</i>
<u>Friday 16th July 1915 LCC</u> Putney Bridge Road-Wandsworth High Street opened with a plough shift installed	Route extended 82 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Hammersmith Depot</i>
<u>Thursday 4th August 1921 LCC</u> Wandsworth East Hill-Wandsworth High Street opened	Route reduced 82 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Hammersmith Depot</i>
<u>Sunday 15th October 1922 LCC</u>	New route 82A Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush Cars from route 82 <i>Hammersmith Depot</i>
<u>Saturday 5th May 1923 LCC</u>	Route withdrawn 82A Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush Cars from 82 <i>Hammersmith Depot</i>
<u>Sunday 23rd December 1923 LCC</u>	Additional route 82A (Sunday) Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) Cars from 82 <i>Hammersmith Depot</i>
<u>by May 1924 LCC</u>	Route withdrawn 82A (Sunday) Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) Cars from 82 <i>Hammersmith Depot</i>
<u>Monday 2nd June 1924 LCC and MET</u>	Route reduced 82 Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Hammersmith Depot</i>
<u>Monday 9th June 1924 LCC and MET</u>	Route 82 ran to Sudbury for one day
<u>Saturday 31st October 1925 LCC and MET</u> Second British Empire Exhibition at Wembley closed	Route reduced 82 (Saturday and Sunday) Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Hammersmith Depot</i>

<u>Sunday 24th October 1926 LCC</u>	Route withdrawn 82 (Saturday and Sunday) Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Hammersmith Depot</i>
<u>Saturday 21st May 1927 LCC</u>	Route reintroduced 82 (Saturday and Sunday) Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Hammersmith Depot</i>
<u>Saturday 23rd July 1927 LCC</u>	Route reduced 82 (Bank holiday) Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Cars from Hammersmith Depot route 30 allocation</i>
<u>Thursday 5th May 1932 LCC</u>	Route withdrawn 82 (Bank holiday) Tooting Junction-Tooting Broadway-Wandsworth-Putney-Hammersmith-Shepherds Bush-Harlesden (Scrubs Lane) <i>Cars from Hammersmith Depot route 30 allocation</i>

Route 83	
<u>Thursday 25th June 1914 LCC</u> Old Street-Cannonbury Road-Highbury Corner reopened for electric cars New East to North junction installed at Dalston opened Friday 6th March 1914	New route 83 Stamford Hill-Dalston-New North Road-Old Street-Moorgate (Weekdays rush hours) <i>Stamford Hill Depot</i>
<u>Monday 9th July 1923 LCC</u>	Route increased 83 Stamford Hill-Dalston-New North Road-Old Street-Moorgate (Weekdays, not evenings) <i>Stamford Hill Depot</i>
<u>Saturday 10th October 1931 LCC</u>	Route increased 83 Stamford Hill-Dalston-New North Road-Old Street-Moorgate (Weekdays, not Monday to Friday evenings) <i>Stamford Hill Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 83 Stamford Hill-Dalston-New North Road-Old Street-Moorgate (Weekdays, not Monday to Friday evenings) <i>Stamford Hill Depot</i>
<u>Sunday 5th February 1939</u> Trolleybus conversion	Route replaced by 683 trolleybus 83 Stamford Hill-Dalston-New North Road-Old Street-Moorgate (Weekdays, not Monday to Friday evenings) <i>Stamford Hill Depot</i>

Route LUT 83	
<u>Monday 1st June 1874 SESB</u> Southall, Ealing and Shepherds Bush Tram Railway Company opened between Shepherds Bush and Askew Crescent, Acton	New horse route (LUT 83H) Shepherds Bush-Askew Crescent, Acton <i>Shepherd Bush Depot</i>
<u>Tuesday 23rd February 1875 SESB</u> Shepherds Bush-Askew Crescent, Acton closed	Horse route suspended (LUT 83H) Shepherds Bush-Askew Crescent, Acton <i>Shepherd Bush Depot</i>
<u>Monday 21st September 1875 SESB</u> Shepherds Bush-Askew Crescent, Acton reopened	Horse route reinstated (LUT 83H) Shepherds Bush-Askew Crescent, Acton <i>Shepherd Bush Depot</i>
<u>Monday 18th February 1878 SESB</u> Askew Crescent, Acton-Acton Priory opened	Horse route extended (LUT 83H) Shepherds Bush-Acton Priory <i>Shepherd Bush Depot</i>
<u>Monday 6th March 1882 SESB</u> Southall, Ealing and Shepherds Bush Tram Railway Company sold to West Metropolitan Tramway Company Shepherds Bush-Acton Priory closed	Horse route temporarily withdrawn (LUT 83H) Shepherds Bush-Acton Priory <i>Shepherd Bush Depot</i>
<u>Saturday 11th March 1882 WMET</u> Shepherds Bush-Acton reopened	Horse route reinstated (LUT 83H) Shepherds Bush-Acton Priory <i>Shepherd Bush Depot</i>
<u>August 1892 WMET</u>	Horse route allocation revised (LUT 83H) Shepherds Bush-Acton Priory <i>Goldhawk Road Depot</i>
<u>Tuesday 6th March 1894 WMET</u>	Horse route withdrawn (LUT 83H) Shepherds Bush-Acton Priory <i>Goldhawk Road Depot</i>

<u>Monday 20th August 1894 WMET</u> West Metropolitan Tramway Company purchased by London United Tramways	
<u>September 1894 LUT</u>	Horse route reintroduced (LUT 83H) (Dark Brown) Shepherds Bush-Acton Priory <i>Goldhawk Road Depot</i>
<u>April 1895 LUT</u> Askew Arms, Acton westwards closed for reconstruction	Horse route truncated (LUT 83H) (Dark Brown) Shepherds Bush-Acton Askew Arms <i>Goldhawk Road Depot</i>
<u>Saturday 31st August 1895 LUT</u> Acton Priory-Acton Hill opened for horse routes on electric tracks	Horse route extended (LUT 83H) (Dark Brown) Shepherds Bush-Acton Hill <i>Goldhawk Road Depot</i>
<u>March 1896 LUT</u>	Horse route allocation revised (LUT 83H) (Dark Brown) Shepherds Bush-Acton Hill <i>Acton Depot</i>
<u>Thursday 4th April 1901 LUT</u> FIRST ELECTRIC STREET TRAMWAY IN LONDON Public opening of Hammersmith-Kew Bridge, Shepherds Bush-Young's Corner and Shepherds Bush-Acton Depot lines	New route (LUT 83) Shepherds Bush-Acton Depot <i>Chiswick Depot</i> Horse route withdrawn (LUT 83H) (Dark Brown) Shepherds Bush-Acton Hill <i>Acton Depot</i>
<u>Thursday 11th July 1901 LUT</u> Public opening of Acton-Ealing-Southall line	Route extended (LUT 83) Shepherds Bush-Acton-Ealing-Hanwell <i>Chiswick Depot</i>
<u>February 1903 LUT</u>	Route allocation revised (LUT 83) Shepherds Bush-Acton-Ealing-Hanwell <i>Acton Depot</i>
<u>July 1913 LUT</u>	Route numbered (LUT) 83 Shepherds Bush-Acton-Ealing-Hanwell <i>Acton Depot</i>
<u>Tuesday 8th May 1917 LUT</u>	Route allocation revised (LUT) 83 Shepherds Bush-Acton-Ealing-Hanwell <i>Acton Depot</i>
<u>Wednesday 15th May 1918 LUT</u> (LUT) routes suspended on Sunday morning	
<u>Sunday 16th June 1918 LUT</u> (LUT) routes reinstated on Sunday morning	
<u>Tuesday 2nd May 1922 LUT</u>	Route allocation revised (LUT) 83 Shepherds Bush-Acton-Ealing-Hanwell <i>Acton and Hanwell Depots</i>
<u>Wednesday 7th May 1924 LUT</u> Uxbridge Road routes speeded up with remotored cars	Route (LUT) 83 renumbered (LUT) 7C and allocation revised (LUT) 7C Shepherds Bush-Acton-Ealing-Hanwell <i>Acton and Hanwell Depots</i>

Route 84	
<u>by Tuesday 15th October 1912 LCC</u>	New route (84) Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Peckham (Rye Lane) (Weekdays rush hours) <i>Camberwell Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 84 Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Peckham (Weekdays rush hours) <i>Camberwell Depot</i>
<u>Friday 16th April 1915 LCC</u> Harder's Road, Peckham lay-by opened	Route extended 84 Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Harder's Road, Peckham (Weekdays rush hours) <i>Camberwell Depot</i>
<u>Monday 3rd April 1916 LCC</u>	Route operation revised and trailer route introduced 84 New Cross-Peckham-Camberwell Green-Elephant and Castle-Blackfriars Bridge and return via Westminster Bridge (am rush hours) or Westminster Bridge (pm rush hours) and return via Blackfriars Bridge-Victoria Embankment (worked with route 64) (Weekdays rush hours) <i>Camberwell Depot</i>
<u>Monday 10th February 1919 LCC</u>	Route operation revised 84 Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Harder's Road, Peckham (Weekdays rush hours) <i>Camberwell Depot</i>

<u>Monday 2nd February 1920 LCC</u>	Route withdrawn including trailer route 84 Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Elephant and Castle-Walworth Road-Camberwell Green-Harder's Road, Peckham (Weekdays rush hours) <i>Camberwell Depot</i>
<u>Thursday 16th June 1921 LCC</u>	Route reinstated 84 (Weekdays) Peckham Rye-East Dulwich-Camberwell Green-Elephant and Castle-Blackfriars Bridge-Victoria Embankment (worked with route 56) <i>Camberwell Depot</i>
<u>Monday 12th November 1923 LCC</u> Changing of route numbers on cars on Victoria Embankment loop (except route 76 and 80) discontinued	Route operation revised 84 (Weekdays) Peckham Rye-East Dulwich-Camberwell Green-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Elephant and Castle-Peckham Rye (worked with route 56) <i>Camberwell Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 84 (Weekdays) Peckham Rye-East Dulwich-Camberwell Green-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Elephant and Castle-Peckham Rye (worked with route 56) <i>Camberwell Depot</i>
<u>Thursday 1st January 1948</u> London Transport Executive took control of London Passenger Transport Board tramways	Route at 1st January 1948 84 (Weekdays) Peckham Rye-East Dulwich-Camberwell Green-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Elephant and Castle-Peckham Rye (worked with route 56) <i>Camberwell Depot</i>
<u>Saturday 6th October 1951</u> Stage 5 of Bus conversion Camberwell Depot converted to bus	Route replaced by 184 bus 84 (Weekdays) Peckham Rye-East Dulwich-Camberwell Green-Elephant and Castle-Blackfriars Bridge-Victoria Embankment-Westminster Bridge-Elephant and Castle-Peckham Rye (worked with route 56) <i>Camberwell Depot</i>

Route LT 85	
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WAL) 5 route renumbered 85 85 Markhouse Road-Higham Hill <i>Walthamstow Depot</i>
<u>Sunday 17th January 1937</u> Trolleybus conversion	Route replaced by 685 trolleybus 85 Markhouse Road-Higham Hill <i>Walthamstow Depot</i>

Route LUT 85	
<u>Saturday 14th July 1883 WMET</u> Hammersmith-Young's Corner, Chiswick opened	New horse route (LUT 85H) Hammersmith-Kew Bridge <i>Chiswick Depot</i>
<u>Tuesday 6th March 1894 WMET</u>	Horse route withdrawn (LUT 85H) Hammersmith-Kew Bridge <i>Chiswick Depot</i>
<u>Monday 20th August 1894 WMET</u> West Metropolitan Tramway Company purchased by London United Tramways	
<u>October 1894 LUT</u>	Horse route reintroduced (LUT 85H) (Chocolate) Hammersmith-Kew Bridge <i>Chiswick Depot</i>
<u>Thursday 4th April 1901 LUT</u> FIRST ELECTRIC STREET TRAMWAY IN LONDON Public opening of Hammersmith-Kew Bridge, Shepherds Bush-Young's Corner and Shepherds Bush-Acton Depot lines	New route (LUT 85A) Hammersmith-Chiswick-Kew Bridge <i>Chiswick Depot</i> Horse route withdrawn (LUT 85H) (Chocolate) Hammersmith-Kew Bridge <i>Chiswick Depot</i>
<u>Saturday 6th July 1901 LUT</u> Kew Bridge-Hounslow (The Bell) line opened	Route allocation revised (LUT 85A) Hammersmith-Chiswick-Kew Bridge <i>Chiswick Depot</i>
<u>Wednesday 5th October 1910 LUT</u>	New route (LUT 85) (Sunday) Hammersmith-Chiswick-Kew Bridge-Brentford-Hanwell-Southall <i>Hanwell Depot</i>
<u>July 1913 LUT</u>	Route numbered (LUT) 85 (Sunday) Hammersmith-Chiswick-Kew Bridge-Brentford-Hanwell-Southall <i>Hanwell Depot</i> (LUT) 85A Hammersmith-Chiswick-Kew Bridge <i>Chiswick Depot</i>

<u>Saturday 26th September 1914 LUT</u>	Route withdrawn (LUT) 85 (Sunday) Hammersmith-Chiswick-Kew Bridge-Brentford-Hanwell-Southall <i>Hanwell Depot</i>
<u>Wednesday 15th May 1918 LUT</u> (LUT) routes suspended on Sunday morning	
<u>Sunday 16th June 1918 LUT</u> (LUT) routes reinstated on Sunday morning	
<u>Wednesday 4th May 1921</u>	Route (LUT) 85A renumbered 85 (LUT) 85 Hammersmith-Chiswick-Kew Bridge <i>Chiswick Depot</i>
<u>Tuesday 2nd May 1922 LUT</u>	Route withdrawn (LUT) 85 Hammersmith-Chiswick-Kew Bridge <i>Chiswick Depot</i>
<u>Wednesday 4th October 1922 LUT</u>	Route reinstated (LUT) 85 Hammersmith-Chiswick-Kew Bridge-Brentford (Ealing Road) <i>Acton Depot</i>
<u>Wednesday 1st October 1924 LUT</u>	Route withdrawn (LUT) 85 Hammersmith-Chiswick-Kew Bridge-Brentford (Ealing Road) <i>Acton Depot</i>

Route 86	
<u>Saturday 8th September 1906 LCC</u> Vauxhall-Stangate reopened for electric cars	New route (86) Vauxhall-Stangate <i>Camberwell Depot</i>
<u>Saturday 13th October 1906 LCC</u> Battersea (Plough Road)-Battersea Park Station and Clapham Junction to Battersea (Princes Head) reopened for electric cars	New route (86/1) Battersea (Princes Head)-Clapham Junction <i>2 (E class) cars from Wandsworth Depot</i>
<u>Saturday 22nd December 1906 LCC</u> Battersea Park Station-Vauxhall Cross reopened for electric cars	Route extended (86) Stangate-Vauxhall-Battersea Park Station-Clapham Junction <i>Wandsworth Depot</i> Route withdrawn (86/1) Battersea (Princes Head)-Clapham Junction <i>Wandsworth Depot</i>
<u>Monday 4th February 1907 LCC</u> Stangate to Westminster Bridge opened	Route extended (86) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Stangate-Vauxhall-Battersea Park Station-Clapham Junction <i>Wandsworth Depot</i>
<u>Sunday 4th February 1912 LCC</u>	Route reduced (86) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Stangate-Vauxhall-Battersea Park Station-Clapham Junction (Victoria Embankment-Vauxhall Weekdays rush hours Sunday Clapham Junction-Vauxhall and afternoons to Stangate) <i>Wandsworth Depot</i>
<u>Monday 17th June 1912 LCC</u>	Route withdrawn (86) Victoria Embankment (John Carpenter Street)-Westminster Bridge-Stangate-Vauxhall-Battersea Park Station-Clapham Junction (Victoria Embankment-Vauxhall Weekdays rush hours Sunday Clapham Junction-Vauxhall and afternoons to Stangate) <i>Wandsworth Depot</i>
<u>by Tuesday 15th October 1912 LCC</u>	New route (86) St George's Circus-Old Kent Road-New Cross-Greenwich Church (Weekdays) <i>New Cross Depot</i>
<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 86 St George's Circus-Old Kent Road-New Cross-Greenwich Church (Weekdays) <i>New Cross Depot</i>
<u>by Wednesday 1st February 1913 LCC</u>	Route withdrawn 86 St George's Circus-Old Kent Road-New Cross-Greenwich Church (Weekdays) <i>New Cross Depot</i>
<u>Sunday 28th October 1913 LCC</u>	New route 86 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Vauxhall-Battersea Park Station-Clapham Junction <i>Wandsworth Depot</i>
<u>Tuesday 15th September 1914 LCC</u>	Route reduced 86 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Vauxhall-Battersea Park Station-Clapham Junction (Monday to Friday rush hours and Saturday) <i>Wandsworth Depot</i>

<u>Wednesday 7th October 1915 LCC</u>	Route withdrawn 86 Victoria Embankment (Waterloo Bridge)-Westminster Bridge-Vauxhall-Battersea Park Station-Clapham Junction (Monday to Friday rush hours and Saturday) <i>Wandsworth Depot</i>
Route LT 87	
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WH) 8 route renumbered 87 87 Chingford Mount-Leyton (Baker's Arms)-Leyton-Wanstead Flats-Plaistow-Victoria and Albert Docks <i>West Ham Depot</i>
<u>Thursday 4th April 1935</u>	Routes increased 87 Chingford Mount-Leyton (Baker's Arms)-Leyton-Wanstead Flats-Plaistow-Victoria and Albert Docks <i>West Ham Depot</i>
<u>Sunday 6th June 1937</u> Trolleybus conversion	Route replaced by 687 trolleybus 87 Chingford Mount-Leyton (Baker's Arms)-Leyton-Wanstead Flats-Plaistow-Victoria and Albert Docks <i>West Ham Depot</i>
Route LUT 87	
<u>Thursday 11th July 1901 LUT</u> Public opening of Acton-Ealing-Southall line	New route (LUT 87) Shepherds Bush-Acton-Ealing-Hanwell-Southall <i>Hanwell Depot</i>
<u>July 1913 LUT</u>	Route numbered (LUT) 87 Shepherds Bush-Acton-Ealing-Hanwell-Southall <i>Hanwell Depot</i>
<u>Tuesday 8th May 1917 LUT</u>	Route allocation revised (LUT) 87 Shepherds Bush-Acton-Ealing-Hanwell-Southall <i>Hanwell Depot</i>
<u>Wednesday 15th May 1918 LUT</u> (LUT) routes suspended on Sunday morning	
<u>Sunday 16th June 1918 LUT</u> (LUT) routes reinstated on Sunday morning	
<u>Wednesday 7th May 1924 LUT</u> Uxbridge Road routes speeded up with remotored cars	Route (LUT) 87 renumbered (LUT) 7A and allocation revised (LUT) 7A Shepherds Bush-Acton-Ealing-Hanwell-Southall <i>Hanwell Depot</i>
Route 88	
<u>Wednesday 12th October 1881 LDG</u> Bricklayers Arms-Blue Anchor Road-Raymouth Road-Rotherhithe (Red Lion) opened (no connection yet at Raymouth Arms)	New horse routes (88H) (Green) Bricklayers Arms-Blue Anchor Road-Raymouth Road-Raymouth Arms <i>Deptford (Evelyn Street) Depot</i> (88/1H) Raymouth Arms-Rotherhithe (Red Lion) <i>Deptford (Evelyn Street) Depot</i>
<u>Thursday 15th December 1881 LDG</u> Connection installed at Raymouth Arms between Raymouth Road and Rotherhithe New Road	Horse route extended (88H) (Green) Bricklayers Arms-Blue Anchor Road-Raymouth Road-Rotherhithe (Red Lion) <i>Deptford (Evelyn Street) Depot</i> Horse route withdrawn (88/1H) Raymouth Arms-Rotherhithe (Red Lion) <i>Deptford (Evelyn Street) Depot</i>
<u>Thursday 7th July 1904 LCC</u> London, Deptford and Greenwich Tramways Company purchased by LCC	Horse route taken over (88H) (Green) Bricklayers Arms-Blue Anchor Road-Raymouth Road-Rotherhithe (Red Lion) <i>Deptford (Evelyn Street) Depot</i>
<u>Tuesday 29th November 1910 LCC</u>	Horse route allocation revised (88H) Bricklayers Arms-Blue Anchor Road-Raymouth Road-Rotherhithe (Red Lion) <i>Tower Bridge Road temporary car stand</i>
<u>Thursday 9th February 1911 LCC</u>	Horse route allocation revised (88H) Bricklayers Arms-Blue Anchor Road-Raymouth Road-Rotherhithe (Red Lion) <i>Deptford (Evelyn Street) Depot</i>
<u>From Tuesday 15th October 1912 LCC</u>	Route numbered 88(H) Bricklayers Arms-Southwark Park-Rotherhithe (Red Lion) <i>Deptford (Evelyn Street) Depot</i>

<u>Saturday 1st May 1915 LCC</u> London's last horse car route withdrawn	Horse route withdrawn 88(H) Bricklayers Arms-Southwark Park-Rotherhithe (Red Lion) <i>Deptford (Evelyn Street) Depot</i>
Route LUT 89	
<u>Saturday 26th September 1914 LUT</u>	Route (LUT) 9 renumbered (LUT) 89 (LUT) 89 (Sunday) Hammersmith-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Acton and Hanwell Depots</i> Route (LUT) 9A renumbered (LUT) 89A (LUT) 89A (Sunday) Hammersmith-Acton-Ealing-Hanwell-Southall <i>Acton and Hanwell Depots</i> Route (LUT) 9B renumbered (LUT) 89B (LUT) 89B Hammersmith-Acton-Ealing-Hanwell <i>Acton and Hanwell Depots</i>
<u>Saturday 31st March 1917 LUT</u>	Routes withdrawn (LUT) 89 (Sunday) Hammersmith-Acton-Ealing-Hanwell-Southall-Uxbridge <i>Acton and Hanwell Depots</i> (LUT) 89A (Sunday) Hammersmith-Acton-Ealing-Hanwell-Southall <i>Acton and Hanwell Depots</i> Route allocation revised (LUT) 89B Hammersmith-Acton-Ealing-Hanwell <i>Acton and Hanwell Depots</i>
<u>Wednesday 15th May 1918 LUT</u> (LUT) routes suspended on Sunday morning	
<u>Sunday 16th June 1918 LUT</u> (LUT) routes reinstated on Sunday morning	
<u>Wednesday 7th May 1919 LUT</u>	Route (LUT) 89B renumbered 89 (LUT) 89 Hammersmith-Acton-(Sunday)Hanwell <i>Acton Depot</i>
<u>Wednesday 4th May 1921 LUT</u>	Route truncated (LUT) 89 Hammersmith-Acton <i>Acton Depot</i>
<u>Tuesday 2nd May 1922 LCC and LUT</u> LCC purchased (LUT) tramways in Hammersmith together with <i>Chiswick Depot</i>	New joint operation 89 Acton-Hammersmith <i>Hammersmith and Acton Depots</i>
<u>Wednesday 7th May 1924 LCC and LUT</u>	Route allocation revised 89 Acton-Hammersmith <i>Acton and Hammersmith Depots</i>
<u>Thursday 3rd May 1928 LCC and MET</u>	Route extended 89 Hanwell-Ealing (Saturday afternoon and evening)-Acton-Hammersmith <i>Acton and Hammersmith Depots</i>
<u>Wednesday 28th November 1928 LCC and LUT</u>	Route increased 89 Hanwell-Ealing (Saturday afternoon and evening)-Acton-Hammersmith-(Weekdays) Putney <i>Acton and Hammersmith Depots</i>
<u>Saturday 4th May 1929 LUT</u>	Route extended 89 Southall (Saturday afternoon)-Hanwell-Ealing (Saturday afternoon and evening)-Acton-Hammersmith-(Weekdays) Putney <i>Acton and Hammersmith Depots</i>
<u>Thursday 30th January 1930 LCC and LUT</u>	Route truncated 89 Hanwell-Ealing (Saturday afternoon and evening)-Acton-Hammersmith-(Weekdays) Putney (LUT cars only from Acton to Hammersmith) <i>Acton and Hammersmith Depots</i>
<u>Thursday 16th April 1931 LCC and LUT</u>	Route operation revised 89 Hanwell-Ealing (Saturday afternoon and evening)-Acton-Hammersmith-(Weekdays) Putney <i>Acton and Hammersmith Depots</i>
<u>Thursday 30th July 1931 LCC and LUT</u>	Route operation revised 89 Hanwell-Ealing (Saturday afternoon and evening)-Acton-Hammersmith-(Weekdays) Putney (LUT cars only from Acton to Hammersmith) <i>Acton and Hammersmith Depots</i>
<u>Wednesday 28th October 1931 LCC and LUT</u>	Route operation revised 89 Hanwell-Ealing (Saturday afternoon and evening)-Acton-Hammersmith-(Weekdays) Putney <i>Acton and Hammersmith Depots</i>

<u>Saturday 18th June 1932 LCC and LUT</u>	Route extended 89 Hanwell-Ealing (Saturday afternoon and evening)-Acton-Hammersmith-(Weekdays) Putney-(Saturday afternoons) Wandsworth-Tooting Junction <i>Acton, Hammersmith and Wandsworth Depots</i>
<u>Sunday 25th September 1932 LCC and LUT</u>	Route truncated 89 Hanwell-Ealing (Saturday afternoon and evening)-Acton-Hammersmith-(Weekdays) Putney <i>Acton and Hammersmith Depots</i>
<u>Thursday 16th February 1933 LCC and LUT</u>	Route allocation revised 89 Acton-Hammersmith-(Weekdays) Putney (LUT cars only from Acton to Hammersmith) <i>Acton and Hammersmith Depots</i>
<u>Thursday 20th April 1933 LCC and LUT</u>	Route allocation revised 89 Hanwell-Ealing (Saturday afternoon and evening)-Acton-Hammersmith-(Weekdays) Putney <i>Acton and Hammersmith Depots</i>
<u>Saturday 27th May 1933 LCC and LUT</u>	Route extended 89 Hanwell-Ealing (Saturday afternoon and evening)-Acton-Hammersmith-(Weekdays) Putney <i>Acton and Hammersmith Depots</i> <i>(NB: On Saturday afternoon part route linked with (LUT) 55 and operated Brentford-Hanwell-Ealing (changing route numbers)-Acton-Hammersmith)</i>
<u>Saturday 24th June 1933 LCC and LUT</u>	Route extended 89 Acton-Hammersmith-(Weekdays) Putney-(Saturday afternoons) Wandsworth-Tooting Junction <i>Acton, Hammersmith and Wandsworth Depots</i> <i>(NB: On Saturday afternoon part route linked with (LUT) 55 and operated Brentford-Hanwell-Ealing (changing route numbers)-Acton-Hammersmith)</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 89 Acton-Hammersmith-(Weekdays) Putney-(Saturday afternoons) Wandsworth-Tooting Junction <i>Acton, Hammersmith and Wandsworth Depots</i> <i>(NB: On Saturday afternoon part route linked with (LUT) 55 and operated Brentford-Hanwell-Ealing (changing route numbers)-Acton-Hammersmith)</i>
<u>Saturday 7th October 1933</u>	Route reduced 89 Acton-Hammersmith-(Weekdays) Putney <i>Acton and Hammersmith Depots</i> <i>(NB: On Saturday afternoon part route linked with (LUT) 55 and operated Brentford-Hanwell-Ealing (changing route numbers)-Acton-Hammersmith)</i>
<u>Wednesday 4th July 1934</u>	Route reduced 89 Acton-Hammersmith-(Weekdays) <i>Acton and Hammersmith Depots</i>
<u>Sunday 5th April 1936</u> Trolleybus conversion Acton tram Depot partially converted	Route replaced by trolleybus 660 89 Acton-Hammersmith-(Weekdays) <i>Acton and Hammersmith Depots</i>

Route 90	
<u>Sunday 17th December 1881 LDG</u> Tooley Street-St James' Church and Old Kent Road (Canal Bridge)-Rotherhithe New Road-Raymouth Arms opened	New horse route (90H) (White) Old Kent Road (Canal Bridge)-Rotherhithe New Road-Raymouth Road <i>Deptford (Evelyn Street) Depot</i>
<u>Monday 12th December 1892 LDG</u> Oil-gas tram trials	Oil-gas tram trials (90H) (White) Old Kent Road (Canal Bridge)-Rotherhithe New Road-Raymouth Road <i>Deptford (Evelyn Street) Depot</i>
<u>October 1896 LDG</u> Oil-gas tram trials completed	Oil-gas tram withdrawn (90H) (White) Old Kent Road (Canal Bridge)-Rotherhithe New Road-Raymouth Road <i>Deptford (Evelyn Street) Depot</i>
<u>Thursday 7th July 1904 LCC</u> London, Deptford and Greenwich Tramways Company purchased by LCC	Horse route taken over (90H) (White) Old Kent Road (Canal Bridge)-Rotherhithe New Road-Raymouth Road <i>Deptford (Evelyn Street) Depot</i>
<u>Tuesday 29th November 1910 LCC</u>	Horse route allocation revised (90H) Old Kent Road (Canal Bridge)-Rotherhithe New Road-Raymouth Road <i>Tower Bridge Road temporary car stand</i>
<u>Thursday 9th February 1911 LCC</u>	Horse route allocation revised (90H) Old Kent Road (Canal Bridge)-Rotherhithe New Road-Raymouth Road <i>Deptford (Evelyn Street) Depot</i>

<u>From Tuesday 15th October 1912 LCC</u> Number stencils gradually fitted to electric cars	Route numbered 90(H) Old Kent Road (Canal Bridge)-Rotherhithe New Road-Raymouth Road <i>Deptford (Evelyn Street) Depot</i>
<u>Saturday 12th July 1913 LCC</u>	Horse route withdrawn 90(H) Old Kent Road (Canal Bridge)-Rotherhithe New Road-Raymouth Road <i>Deptford (Evelyn Street) Depot</i>
<u>Monday 24th August 1914 LCC</u>	New route 90 Blackfriars (New Bridge Street)-Elephant and Castle-Camberwell Green-Dulwich Library (Weekdays am rush hours) <i>Camberwell Depot</i>
<u>Monday 27th March 1916 LCC</u>	Route withdrawn 90 Blackfriars (New Bridge Street)-Elephant and Castle-Camberwell Green-Dulwich Library (Weekdays am rush hours) <i>Camberwell Depot</i>

Route LT 91	
<u>Saturday 14th March 1903 ILF</u> ILFORD COUNCIL TRAMWAYS OPENED Official and public opening of Ilford-Seven Kings-Chadwell Heath and Ilford Hill (Mill Road)-Ilford-Barkingside	New route (LT 91) Ilford Hill-Ilford-Barkingside <i>Ilford Depot</i>
<u>July 1903 ILF</u>	Route allocation revised (LT 91) Ilford Hill-Ilford-Barkingside <i>Ilford Depot</i>
<u>Saturday 1st April 1905 EHAM and ILF</u> Ilford Boundary-Ilford leased to East Ham and track connected	Route truncated (LT 91) Ilford-Barkingside <i>Ilford Depot</i>
<u>May 1912 ILF</u>	Route truncated (LT 91) Ilford-Barkingside (Tanners Lane) <i>Ilford Depot</i>
<u>February 1923 BARK and ILF</u> Clock tower removed at Ilford Broadway and North to South connection installed	Route extended (LT 91) Barking Broadway (Monday-Friday rush hours, Saturday and Sunday)-Loxford Bridge-Ilford (daily)-Barkingside (Tanners Lane) <i>Ilford Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (LT 91) Barking Broadway (Monday-Friday rush hours, Saturday and Sunday)-Loxford Bridge-Ilford (daily)-Barkingside (Tanners Lane) <i>Ilford Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(LT 91) route renumbered 91 91 Barking Broadway (Monday-Friday rush hours, Saturday and Sunday)-Loxford Bridge-Ilford (daily)-Barkingside (Tanners Lane) <i>Ilford Depot</i>
<u>Sunday 6th February 1938</u> Trolleybus conversion Ilford Depot converted to trolleybus	Route replaced by 691 trolleybus 91 Barking Broadway (Monday-Friday rush hours, Saturday and Sunday)-Loxford Bridge-Ilford (daily)-Barkingside (Tanners Lane) <i>Ilford Depot</i>

Route 92	
<u>Sunday 17th December 1882 LDG</u> Tooley Street-St James' Church and Old Kent Road (Canal Bridge)-Rotherhithe New Road-Raymouth Arms opened	New horse route (92H) (White) Bricklayers Arms-Spa Road-St James' Church <i>Deptford (Evelyn Street) Depot</i>
<u>Thursday 7th July 1904 LCC</u> London, Deptford and Greenwich Tramways Company purchased by LCC	Horse route taken over (92H) (White) Bricklayers Arms-Spa Road-St James' Church <i>Deptford (Evelyn Street) Depot</i>
<u>February 1909 LCC</u>	Spa Road horse route (92H) Bricklayers Arms-Spa Road-St James' Church temporarily suspended by a gas explosion
<u>Thursday 9th September 1909 LCC</u>	Spa Road horse route (92H) Bricklayers Arms-Spa Road-St James' Church restored after gas explosion
<u>Tuesday 29th November 1910 LCC</u>	Horse route allocation revised (92H) Bricklayers Arms-Spa Road-St James' Church <i>Tower Bridge Road temporary car stand</i>
<u>Thursday 9th February 1911 LCC</u>	Horse route allocation revised (92H) Bricklayers Arms-Spa Road-St James' Church <i>Deptford (Evelyn Street) Depot</i>
<u>Saturday 25th February 1911 LCC</u> Tooley Street-Rotherhithe (Red Lion) opened	Horse route withdrawn (92H) Bricklayers Arms-Spa Road-St James' Church <i>Deptford (Evelyn Street) Depot</i>

<u>Friday 28th November 1913 LCC</u>	New route 92 Blackfriars (New Bridge Street)-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton (Weekdays) <i>Camberwell Depot</i>
<u>Monday 24th August 1914 LCC</u>	Route reduced 92 Blackfriars (New Bridge Street)-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton (Weekdays rush hours) <i>Camberwell Depot</i>
<u>December 1914 LCC</u>	Route increased 92 Blackfriars (New Bridge Street)-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton (Monday-Friday rush hours, Saturday and Sunday) <i>Camberwell Depot</i>
<u>April 1915 LCC</u>	Route reduced 92 Blackfriars (New Bridge Street)-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton (Weekdays rush hours) <i>Camberwell Depot</i>
<u>Wednesday 7th October 1915 LCC</u>	Route withdrawn 92 Blackfriars (New Bridge Street)-Elephant and Castle-Camberwell Green-Loughborough Junction-Brixton (Weekdays rush hours) <i>Camberwell Depot</i>

Route LT 93	
<u>Saturday 14th March 1903 ILF</u> ILFORD COUNCIL TRAMWAYS OPENED Official and public opening of Ilford-Seven Kings-Chadwell Heath and Ilford Hill (Mill Road)-Ilford-Barkingside	New route (LT 93) Ilford-Seven Kings-Chadwell Heath <i>Ilford Depot</i>
<u>Wednesday 27th May 1903 ILF</u> Ilford-Loxford Bridge opened	Route extended (LT 93) Loxford Bridge-Ilford-Seven Kings-Chadwell Heath <i>Ilford Depot</i>
<u>July 1903 ILF</u>	Route allocation revised (LT 93) Loxford Bridge-Ilford-Seven Kings-Chadwell Heath <i>Ilford Depot</i>
<u>Wednesday 7th June 1905 BARK and ILF</u> Longbridge Road / Fanshawe Avenue-Loxford Bridge opened	Route extended (LT 93) Longbridge Road / Fanshawe Avenue-Loxford Bridge-Ilford-Chadwell Heath <i>Ilford Depot</i>
<u>Tuesday 16th July 1907 BARK and ILF</u> Barking Axe Street-Barking Broadway and Barking Station-Longbridge Avenue / Fanshawe Avenue opened	Route extended (LT 93) Barking Station-Loxford Bridge-Ilford-Chadwell Heath <i>Ilford Depot</i>
<u>Monday 30th September 1907 BARK and ILF</u>	Route truncated (LT 93) Loxford Bridge-Ilford-Seven Kings-Chadwell Heath <i>Ilford Depot</i>
<u>Monday 1st June 1914 BARK, EHAM, ILF, LCC and WHAM</u> Barking withdrew from through running Barking Broadway-Barking / East Ham Depot leased to East Ham Barking Broadway-Loxford Bridge leased to Ilford	Route extended (LT 93) Barking Broadway-Loxford Bridge-Ilford-Seven Kings-Chadwell Heath <i>Ilford Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route at 1st July 1933 (LT 93) Barking Broadway-Loxford Bridge-Ilford-Seven Kings-Chadwell Heath <i>Ilford Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(LT 93) route renumbered 93 93 Barking Broadway-Loxford Bridge-Ilford-Seven Kings-Chadwell Heath <i>Ilford Depot</i>
<u>Sunday 6th February 1938</u> Trolleybus conversion Ilford Depot converted to trolleybus	Route replaced by 693 trolleybus 93 Barking Broadway-Loxford Bridge-Ilford-Seven Kings-Chadwell Heath <i>Ilford Depot</i>

Route (94)	
<u>Thursday 28th November 1907 LCC</u> East Dulwich, Goose Green to Peckham Rye opened	New route (94) Victoria-Vauxhall-Camberwell Green-East Dulwich-Peckham Rye <i>Camberwell Depot</i>
<u>Monday 2nd November 1908 LCC</u>	Route reduced (94) Victoria-Vauxhall-Camberwell Green-East Dulwich-Peckham Rye (Weekdays rush hours) <i>Camberwell Depot</i>

<u>Tuesday 14th September 1909 LCC</u> Victoria Embankment (John Carpenter Street)-Blackfriars Bridge-Blackfriars Bridge Road and Blackfriars Bridge Road-Southwark Street-Southwark Bridge Road opened	Route withdrawn (94) Victoria-Vauxhall-Camberwell Green-East Dulwich-Peckham Rye (Weekdays rush hours) <i>Camberwell Depot</i>
---	--

Route LT 95	
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WH) 5 and (WH) 5A routes combined and renumbered 95 95 Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats <i>West Ham Depot</i>
<u>Thursday 4th April 1935</u>	Route increased 95 Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats <i>West Ham Depot</i>
<u>Sunday 12th September 1937</u> Trolleybus conversion	Route replaced by extension of 685 trolleybus 95 Canning Town-Abbey Arms-Green Street-Forest Gate-Wanstead Flats <i>West Ham Depot</i>

Route LT 96	
<u>Saturday 3rd October 1903 BEX</u> Bexley UDC tramways publicly opened Plumstead High Street-Welling-Bexleyheath (Gravel Hill) and Bexleyheath-Northumberland Heath	New routes (LT 96) Plumstead High Street-Welling-Bexleyheath-Northumberland Heath <i>Bexley Depot</i> (LT 96/3) Welling-Bexleyheath (Gravel Hill) <i>Bexleyheath Depot</i>
<u>October 1904 BEX</u>	Routes increased (LT 96) Plumstead High Street-Welling-Bexleyheath-Northumberland Heath <i>Bexley Depot</i> (LT 96/3) Welling-Bexleyheath (Gravel Hill) <i>Bexleyheath Depot</i>
<u>Wednesday 14th February 1906 DART</u> Opening of DARTFORD COUNCIL LIGHT RAILWAYS Bexleyheath (Gravel Hill)-Crayford-Dartford-Horn's Cross and Dartford Station (Victoria Road)-Dartford-Wilmington 3 cars toured system followed by public opening	New routes (LT 96/2) Bexleyheath (Gravel Hill)-Crayford-Dartford-Horn's Cross <i>Dartford Depot</i> (LT 96/1) (rush hours and Sunday afternoons) Dartford Station (Victoria Road)-Dartford-Wilmington <i>Dartford Depot</i>
<u>Monday 27th August 1906 BEX and DART</u> Through running of Dartford cars from Bexleyheath (Gravel Hill) to Bexleyheath Market Place introduced	Route extended (LT 96/2) Bexleyheath Market Place-Crayford-Dartford-Horn's Cross <i>Dartford Depot</i> Route increased (LT 96) Plumstead High Street-Welling-Bexleyheath-Northumberland Heath <i>Bexley Depot</i> Route withdrawn (LT 96/3) Welling-Bexleyheath (Gravel Hill) <i>Bexleyheath Depot</i>
<u>Sunday 26th July 1908 LCC, BEX and ERITH</u> Wickham Lane, Plumstead-Abbey Wood (overhead system) opened Bexleyheath Market Place-Northumberland Heath leased to Erith Council Through running introduced at Plumstead and Northumberland Heath	Route extended (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath Market Place <i>Bexley Depot</i>
<u>Sunday 25th July 1909 BEX and ERITH</u> Through running at Northumberland Heath ceased	Route extended (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Northumberland Heath <i>Bexley Depot</i>
<u>Tuesday 26th July 1910 BEX and ERITH</u> Through running at Northumberland Heath resumed	Route truncated (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Northumberland Heath <i>Bexley Depot</i>
<u>Saturday 25th July 1914 BEX and ERITH</u> Through running at Northumberland Heath ceased	Route extended (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Northumberland Heath <i>Bexley Depot</i>

<u>Monday 9th August 1915 BEX and DART</u>	Route increased (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Northumberland Heath <i>Bexley Depot</i> (and works route Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Crayford-Bexley and 1 car from Dartford Depots)
<u>Wednesday 28th October 1915 BEX and ERITH</u> Through running at Northumberland Heath resumed	Route truncated (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath <i>Bexley Depot</i> (And works route Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Crayford-Bexley and 1 car from Dartford Depots) New route (LT 96/2) Bexleyheath Market Place-Northumberland Heath <i>Bexley Depot</i>
<u>Monday 3rd January 1916 BEX and ERITH</u>	Route withdrawn (LT 96/2) Bexleyheath Market Place-Northumberland Heath <i>Bexley Depot</i>
<u>May 1917 BEX and DART</u>	Route increased (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath <i>Bexley Depot</i> (And works route Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Crayford-Bexley and 1 car from Dartford Depots)
<u>Monday 7th August 1917 DART</u> Dartford and all cars destroyed in a fire	No operation on routes (LT 96/2) and (LT 96/1)
<u>Tuesday 8th August 1917 BEX and DART</u> Bexley Council took over Dartford's routes	Route allocations revised (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath <i>Bexley Depot</i> (and works route Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Crayford-Bexley Depot) (LT 96/2) Bexleyheath Market Place-Crayford-Dartford-Horn's Cross <i>Bexley Depot</i> (LT 96/1) (rush hours and Sunday afternoons) Dartford Station (Victoria Road)-Dartford-Wilmington <i>Bexley Depot</i>
<u>Monday 14th October 1918 BEX and ERITH</u>	Route allocation revised (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath <i>Bexley Depot</i>
<u>Monday 1st April 1919 BEX DART and ERITH</u> Bexley and Dartford routes joined	Route extended (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Crayford-Dartford-Horn's Cross <i>Bexley Depot</i> Route allocation revised (LT 96/1) (Weekdays rush hours and Sunday afternoons) Dartford Station (Victoria Road)-Dartford-Wilmington <i>1 car from Bexley Depot</i>
<u>Thursday 13th May 1920 BEX and LCC</u>	Route allocation revised (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Crayford-Dartford-Horn's Cross <i>Bexley Depot</i>
<u>Friday 1st April 1921 BEX and DAR BEXLEY UDC AND DARTFORD LIGHT RAILWAYS JOINT COMMITTEE formed</u>	Routes taken over (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Crayford-Dartford-Horn's Cross <i>Bexley Depot</i> (LT 96/1) (Weekdays rush hours and Sunday afternoons) Dartford Station (Victoria Road)-Dartford-Wilmington <i>1 car from Bexley Depot</i>
<u>January 1927 BEX and DART</u>	Routes reduced (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Crayford-Dartford-Horn's Cross <i>Bexley Depot</i> (LT 96/1) (Weekdays) Dartford-Wilmington <i>1 car from Bexley Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Routes at 1st July 1933 (LT 96) Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Crayford-Dartford-Horn's Cross <i>Bexley Depot</i> (LT 96/1) (Weekdays) Dartford-Wilmington <i>1 car from Bexley Depot</i>
<u>Thursday 19th April 1934</u> Wilmington branch closed	Route withdrawn (LT 96/1) (Weekdays) Dartford-Wilmington <i>1 car from Bexley Depot</i>

Wednesday 3rd October 1934 LPTB renumbered many duplicated routes	(LT 96) route renumbered 96 96 Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Crayford-Dartford-Horn's Cross <i>Bexley Depot</i>
Sunday 24th November 1935 Trolleybus conversion	Route replaced by trolleybus 696 96 Woolwich Arsenal-Plumstead-Welling-Bexleyheath-Crayford-Dartford-Horn's Cross <i>Bexley Depot</i>

Routes LT 97/97A	
Wednesday 3rd October 1934 LPTB renumbered many duplicated routes	(WH)7 and (WH)7A routes renumbered 97 and 97A 97 Chingford Mount-Leyton (Baker's Arms)-Leyton-Stratford-Abbey Arms-Victoria and Albert Docks <i>Leyton and Walthamstow Depots</i> 97A (Weekdays) Stratford-Abbey Arms-Victoria and Albert Docks <i>3 cars (6 on Saturday) from West Ham Depot</i>
Wednesday 17th February 1937	Route increased 97 Chingford Mount-Leyton (Baker's Arms)-Leyton-Stratford-Abbey Arms-Victoria and Albert Docks <i>Leyton and Walthamstow Depots</i>
Sunday 6th June 1937 Trolleybus conversion	Routes replaced by 697 trolleybus 97 Chingford Mount-Leyton (Baker's Arms)-Leyton-Stratford-Abbey Arms-Victoria and Albert Docks <i>Leyton and Walthamstow Depots</i> 97A (Weekdays) Stratford-Abbey Arms-Victoria and Albert Docks <i>3 cars (6 on Saturday) from West Ham Depot</i>

Route LT 98	
Wednesday 9th August 1905 ERITH Opening of ERITH URBAN DISTRICT COUNCIL TRAMWAYS Abbey Wood-Belvedere-Erith-Northumberland Heath and Erith-Northend Official opening with procession of decorated cars	New routes (LT 98) Abbey Wood-Belvedere-Erith-Northend <i>Erith Depot</i> (LT 98/1) Northend-Erith-Northumberland Heath <i>Erith Depot</i>
Monday 18th September 1905 ERITH	Route diverted (LT 98) Abbey Wood-Belvedere-Erith-Northumberland Heath <i>Erith Depot</i> Route truncated (LT 98/1) Northend-Erith <i>1 car from Erith Depot</i>
May 1906 ERITH	Route extended (LT 98/1) Northend-Erith-(works route)-Vickers Factory, Erith <i>Erith Depot</i>
January 1907 ERITH	Route allocation revised (LT 98/1) Northend-Erith-(works route)-Vickers Factory, Erith <i>2 demi-cars (2 double deck cars on works route) from Erith Depot</i>
Sunday 26th July 1908 LCC, BEX and ERITH Wickham Lane, Plumstead-Abbey Wood (overhead system) opened Bexleyheath Market Place-Northumberland Heath leased to Erith Council Through running introduced	Route extended (LT 98) Abbey Wood-Belvedere-Erith-Northumberland Heath-Bexleyheath Market Place <i>Erith Depot</i>
Sunday 25th July 1909 BEX and ERITH Through running at Northumberland Heath ceased	Route truncated (LT 98) Abbey Wood-Belvedere-Erith-Northumberland Heath <i>Erith Depot</i>
Tuesday 26th July 1910 BEX and ERITH Through running at Northumberland Heath resumed	Route extended (LT 98) Abbey Wood-Belvedere-Erith-Northumberland Heath-Bexleyheath Market Place <i>Erith Depot</i>
Monday 10th February 1908 ERITH	Route extended (LT 98/1) Northend-Erith-Vickers Factory, Erith-Belvedere <i>2 demi-cars (2 double deck cars on works route to Vickers Factory, Erith) from Erith Depot</i>

<u>Tuesday 31st March 1908 ERITH</u>	Route truncated (LT 98/1) (Friday and Saturday) Northend-Erith <i>2 demi-cars) from Erith Depot</i>
<u>December 1908 ERITH</u>	Route reduced (LT 98/1) (Saturday afternoon) Northend-Erith <i>1 demi-car) from Erith Depot</i>
<u>January 1909 ERITH</u>	Route withdrawn (LT 98/1) (Saturday afternoon) Northend-Erith <i>1 demi-car) from Erith Depot</i>
<u>Saturday 11th June 1910 ERITH</u>	Route reinstated (LT 98/1) (Saturday afternoon) Northend-Erith <i>1 demi-car) from Erith Depot</i>
<u>Saturday 31st August 1910 ERITH</u>	Route withdrawn (LT 98/1) (Saturday afternoon) Northend-Erith <i>1 demi-car) from Erith Depot</i>
<u>Saturday 25th July 1914 BEX and ERITH</u> Through running at Northumberland Heath ceased	Route truncated (LT 98) Abbey Wood-Belvedere-Erith-Northumberland Heath <i>Erith Depot</i>
<u>Wednesday 28th October 1915 BEX and ERITH</u> Through running at Northumberland Heath resumed	Route extended (LT 98) Abbey Wood-Belvedere-Erith-Northumberland Heath-Bexleyheath Market Place <i>Erith Depot</i>
<u>Monday 3rd January 1916 BEX and ERITH</u>	Route increased (LT 98) Abbey Wood-Belvedere-Erith-Northumberland Heath-Bexleyheath Market Place <i>Erith Depot</i>
<u>Monday 14th October 1918 BEX and ERITH</u>	New route (LT 98/2) Abbey Wood-Belvedere-Erith-Northumberland Heath-Bexleyheath-Crayford <i>Bexleyheath Depot</i>
<u>Monday 1st April 1919 BEX DART and ERITH</u> Bexley and Dartford routes joined	Route withdrawn (LT 98/2) Abbey Wood-Belvedere-Erith-Northumberland Heath-Bexleyheath-Crayford <i>Bexleyheath Depot</i>
<u>Wednesday 25th October 1922 ERITH</u>	Route allocation revised (LT 98) Abbey Wood-Belvedere-Erith-Northumberland Heath-Bexleyheath Market Place <i>Erith Depot</i>
<u>Saturday 1st July 1933 LPTB</u> LPTB took over all London tramways	Route as at 1st July 1933 (LT 98) Abbey Wood-Belvedere-Erith-Northumberland Heath-Bexleyheath Market Place <i>Erith Depot</i>
<u>Thursday 28th December 1933</u>	Route allocation changed (LT 98) Abbey Wood-Belvedere-Erith-Northumberland Heath-Bexleyheath Market Place <i>Abbey Wood Depot</i>
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(LT 98) route renumbered 98 98 Abbey Wood-Belvedere-Erith-Northumberland Heath-Bexleyheath Market Place <i>Abbey Wood Depot</i>
<u>Sunday 10th November 1935</u> Trolleybus conversion	Route replaced by trolleybus 698 98 Abbey Wood-Belvedere-Erith-Northumberland Heath-Bexleyheath Market Place <i>Abbey Wood Depot</i>

Routes LT 99/99A	
<u>Wednesday 3rd October 1934</u> LPTB renumbered many duplicated routes	(WH) 9 and (WH) 9A routes renumbered 99 & 99A 99 Stratford-Plaistow-Greengate-Victoria and Albert Dock <i>West Ham Depot</i> 99A (Weekdays) Greengate-Victoria and Albert Dock and (special route) Stratford-Plaistow-Greengate-West Ham Stadium <i>West Ham and additional cars as required for special route</i>
Wednesday 17th February 1937	Route increased 99 Stratford-Plaistow-Greengate-Victoria and Albert Dock <i>West Ham Depot</i>
Sunday 6th June 1937 Trolleybus conversion	Route replaced by 699 trolleybus 99 Stratford-Plaistow-Greengate-Victoria and Albert Dock <i>West Ham Depot</i> Route partially withdrawn 99A (special route) Stratford-Plaistow-Greengate-West Ham Stadium <i>Additional cars as required from West Ham Depot</i>

Wednesday 3rd August 1938

Route finally withdrawn

99A (special route) Stratford-Plaistow-Greengate-West Ham Stadium

Additional cars as required from West Ham Depot

This data sheet was created by Eddie Dawes in collaboration with the late Colin Withey.

This digital version:

© Copyright John R. Prentice

for Tramway Information website, 2024