

## **MOTOR OMNIBUS ROUTES IN LONDON**

### **AMENDMENTS TO VOLUME 1 (Second Edition, 1999)**

Consolidated amendment sheet no. 8 dated 27 August 2020

Some of these amendments have previously been published in volumes 2 (revised edition), 9A and 10A. Alterations since the previous version of this amendment sheet are highlighted in red.

Page 10 Add:

#### **SINGLE DECK OPERATION**

All routes in volume 1 were operated by double deck buses at all times, except for the following which were operated by single deckers at all times except as shown otherwise:

L.G.O.C.: Hammersmith – Piccadilly Circus

South Western: Streatham – Clapham Junction

South Western: Upper Tooting – Clapham Junction

F.J. Bell: Putney – Piccadilly Circus

Middlesex Motor Carriage Co.: Cricklewood – Marble Arch

Harrison & Dudden: Cricklewood – Marble Arch

London Motor Omnibus Syndicate: Cricklewood – Oxford Circus

Unknown operator: Clapham Junction – Camberwell Green

K.C. Motors: Cricklewood – Marble Arch

Unknown operator: Balham – Brixton

London Road-Car: Hammersmith – Oxford Circus (to Summer 1905 only)

Page 11            Spring 1900            Amend second entry to read:  
Spring            Daily                    New service: Kennington – Oxford Circus via Westminster Bridge, Bridge Street, Parliament Street, Whitehall, Charing Cross, Trafalgar Square, Piccadilly Circus, Regent Street.  
Motor Traction Company

Page 13 London Motor Omnibus Company ('Vanguard')

27.03.1905        Daily                    Brondesbury Station – Charing Cross (King William Street) route: Amend 'Edgware Road, Marylebone Road' to read 'Edgware Road, Chapel Street, Marylebone Road (this section now Old Marylebone Road), Marylebone Road'.

Page 31  
01.10.1906        Daily                    Amend first entry for 01.10.1906 to read:  
New Service: Brixton – Oxford Circus via Brixton Road, Kennington Park Road, Kennington Road, Westminster Bridge Road, Westminster Bridge, Bridge Street, Parliament Street, Whitehall, Charing Cross, Trafalgar Square, Piccadilly Circus, Regent Street.  
London Power Omnibus Company ('The Pioneer')

Page 36 London General Omnibus Company

Add:

?03.07            Daily                    Barnes (White Hart) – Liverpool Street service and the Barnes (White Hart) – Oxford Circus service extended daily from Barnes (White Hart) to operate from Barnes (Avondale Road) due to traffic congestion at the White Hart stand. *Tickets described this as Mortlake (Avondale Road). Some sources suggest Mortlake Green (opposite the White Hart) continued to be used as an overflow for the Avondale Road stand.*

Pages 36, 40, 42, 44, 47, 50, 54, 59 and 62 London General Omnibus Company

Amend all references to Barnes (White Hart) apart from the above to read: Barnes (Avondale Road).

**AMENDMENTS TO VOLUME 1 (Second Edition) (Contd.)**

Page 39            01.06.1907    London Electrobus Company Amend date to 15.07.1907 and move entry to page 43.

Page 41            30.06.1907    Delete entry for London Electrobus Company.

Page 46            ?.11.1907      Kensal Rise – Charing Cross and Liverpool Street route – amend to read rerouted between Chamberlayne Road and West Kilburn via Banister Road and Kilburn Lane.

Page 51 London and North Western Railway Company

Add:

.04.08            Weekdays      New Service: Watford Junction Station – Bushey Heath (Three Crowns) via Clarendon Road†, Market Place, Watford High Street, Bushey Station, Chalk Hill, London Road, High Street Bushey, Sparrows Herne.  
† one evening journey operates via Queens Road instead of Clarendon Road.

Page 51            04.04.1908      Amend ‘Park Lane’ to read ‘Park Road’.

Page 55 London and North Western Railway Company

Add after the Watford Junction – Croxley Green and Watford Junction – Harrow Station routes:

via Queens Road.

Add:

Weekdays      Watford Junction Station – Bushey Heath (Three Crowns) via Clarendon Road

London & North Western Railway

Page 55 London Electrobus Company

Delete entry and substitute:

Daily            Cricklewood (Sundays) – Victoria – Liverpool Street Station  
London Electrobus Company  
Weekdays      Brondesbury – Law Courts  
London Electrobus Company

Page 57 London and North Western Railway Company

Add:

By 07.08           Weekdays      The Watford Junction – Harrow Station and Watford Junction – Bushey Heath routes merged so that most journeys operate via Queens Road with only three southbound and four northbound journeys operating via Clarendon Road.

London & North Western Railway

Page 57 London Road-Car Route K

01.07.08 Delete Effra Road, Water Lane and substitute Railton Road.

Page 57 London and North Western Railway Company

Add after the 13.07.08 entry for the Watford Junction – Harrow Station extension:

Peterborough Road, High Street Harrow on the Hill. *See also the note on page10 of Volume 2 regarding the method of operation of this route.*

Page 57 London Road-Car Route K

27.07.08 Delete Effra Road and substitute Atlantic Road.

Page 58 London General Omnibus Company (London Road-Car Route K)

13.08.08 Delete ‘Tate Gallery’ substitute ‘Bulinga Street (this section no longer exists)’.

**AMENDMENTS TO VOLUME 1 (Second Edition) (Contd.)**

Page 59 London Electrobus Company

Delete entry and substitute:

Daily	Cricklewood (Sundays) – Victoria – Liverpool Street Station	
		London Electrobus Company
Weekdays	Brondesbury – Law Courts	
		London Electrobus Company

Page 61 By 29.10.1908 Amend entry for London Electrobus Company to read ‘Last day of operation of the Cricklewood (Sundays) – Victoria – Liverpool Street Station service between Cricklewood and Victoria.’

Page 63 London General Omnibus Company

Route 20 Delete ‘Page Street’, substitute ‘Bulinga Street (this section no longer exists)’. Delete ‘Effra Road, Water Lane, Dulwich Road’ and substitute ‘Atlantic Road, Railton Road’.

Page 64 London and North Western Railway Company

Amend the via points on the Watford Junction – Harrow (Post Office) route to read:

via Queens Road (some journeys via Clarendon Road, Market Place), High Street.....