

## MOTOR OMNIBUS ROUTES IN LONDON

### AMENDMENTS TO VOLUME 11A

Consolidated amendment sheet no. 13 dated 17 October 2022

Some of these amendments have previously been published in volume 3 (revised edition). Alterations since the previous version of this amendment sheet are highlighted in red.

Page 19	01.01.1933	<b>6</b>	Insert 'Aldwych (western arm, eastern arm) (return via Strand), Strand' between 'Strand' and 'Fleet Street'.
Page 19	01.01.1933	<b>7</b>	Amend 'Old Oak Lane' to 'Old Oak Common Lane'.
Page 21	01.01.1933	<b>15</b>	Amend 'Old Oak Lane' to 'Old Oak Common Lane'.
Page 23	01.01.1933	<b>23B</b>	Insert 'Ford Road*' then via' after 'via'.
Page 33	01.01.1933	<b>74A</b>	Amend entry to read: <b>74A</b> Shorts Camden Town (Camden Gardens) – Marylebone Station via Route 74 to junction of Upper Gloucester Place*/Melcombe Street then via Melcombe Street (return via Upper Gloucester Place*, Dorset Square (north side), Balcombe Street, Dorset Square (south side)).
Page 42	01.01.1933	<b>123F</b>	Delete entry.
Page 42	01.01.1933	<b>125</b>	Insert 'Gillingham Street, Vauxhall Bridge Road (return via Wilton Road),' between Wilton Road and Victoria Street.
Page 46	01.01.1933	<b>153</b>	Delete 'Beresford Street', substitute 'Parsons Hill*, Powis Street, Greens End'.
Page 65	01.01.1933	<b>G40</b>	Insert 'Cuckoo Lane*,' between High Road North Stifford and Tilbury By-Pass*.
Page 67	Insert entry: 07.02.1933	<b>5</b>	Rerouted eastbound at Canning Town via new bridge instead of the Iron Bridge (Routes <b>5</b> , <b>5A</b> , <b>5E</b> , <b>5F</b> ).
Page 67	Insert entry: 07.02.1933	<b>537</b>	<i>Rerouted eastbound at Canning Town via new bridge instead of the Iron Bridge (Routes <b>537</b>, <b>537A</b>, <b>537C</b>, <b>537F</b>).</i>
Page 67	Insert entry: 14.02.1933	<b>81</b>	Last day of operation of Monday to Saturday Slough Station – Windsor (Castle Hill) section of Route <b>81</b> .
Page 68	28.02.1933	<b>81</b>	Amend entry to read 'Last day of operation of Daily Langley Village (Harrow Inn) – Windsor (Castle Hill) section of Route <b>81</b> (replaced by London General Country Services Ltd. Routes 417 and 481).

## AMENDMENTS TO VOLUME 11A (Contd.)

Page 74	12.05.1933	16	Delete 'West Hendon Broadway/Station Road then via'; substitute 'Edgware Road/North Circular Road then via West Hendon Broadway,'.
Page 79	21.06.1933	171	Delete note (formal opening of bridge was on 3 <sup>rd</sup> July 1933 but had been open for traffic before 21 <sup>st</sup> June 1933).
Page 88	30.06.1933	74A	Amend 'Baker Street Station' to read 'Marylebone Station'.
Page 92	30.06.1933	123F	Delete entry.
Page 107	30.08.1933	26	Amend 'Monday to Friday a.m. journeys & evening journeys and Saturday a.m. journeys' to read 'Monday to Friday a.m. journey, early p.m. journey and evening journeys and Saturday a.m. journey and early p.m. journey.'
Page 107	Insert entry: 11.09.1933	5	Rerouted westbound at Canning Town via new bridge instead of the Iron Bridge (Routes 5, 5A, 5E, 5F).
Page 107	11.09.1933	92	Amend date to 17.09.1933 and reposition entry to page 108.
Page 108	Insert entry: 11.09.1933	537	<i>Rerouted westbound at Canning Town via new bridge instead of the Iron Bridge (Routes 537, 537A, 537C, 537F).</i>
Page 111	Insert entry: 07.10.1933	26	Saturday evening journeys introduced on Monday to Friday a.m. journey, early p.m. journey and evening journeys and Saturday a.m. journey and early p.m. journey Route 26F (Ilford (Ley Street*) – Lambourne End (Beehive)).
Page 114	24.11.1933		<i>In entry for E. Puttergill Ltd. t/a Golden Arrow add '(l.d.o.16.01.1934)' after Route 34.</i>
Page 115	05.12.1933		<i>In entry for Peraeque Transport Co. Ltd. t/a Peraeque add '(l.d.o. 16.01.1934)' after route 525.</i>
Page 115	05.12.1933		<i>Add note to entry for Pioneer Omnibus Co.: Route 18A was recorded as Willesden – Kings Cross, i.e. the original Route 18A withdrawn on 15.05.1929 which it appears had been restored to the Approved List at some date on or after 02.10.1929 when the second 18A was withdrawn.</i>
Page 115	13.12.1933		<i>In entry for Horace Frederick Phillips amend l.d.o. of route 232 from 19.11.1933 to 29.11.1933.</i>
Page 119	31.12.1933	26F	Amend 'Mon-Fri a.m. jnys & eve jnys & Sat a.m. jnys' to 'Mon-Sat a.m. jny, early p.m. jny & evening jnys'.
Page 120	31.12.1933	34 34B	Add † after 'Non-op'. Add † after 'Non-op'.
Page 124	31.12.1933	74A	Amend 'Baker Street Station' to read 'Marylebone Station'.

## AMENDMENTS TO VOLUME 11A (Contd.)

Page 128	31.12.1933	<b>123F</b>	Delete entry.
Page 138	31.12.1933	<b>525</b>	Add † after 'Non-op'.
Page 140	03.01.1934		Amend days of operation to Friday journey and Saturdays for Staines – Stanwell route and Saturday journey for Staines – Stanwell Moor route. Delete '(no longer operating)', substitute '(l.d.o. 30.12.1933)'.
Page 153	13.06.1934		<i>In entry for Paterson Omnibus Co. Ltd. add '(l.d.o. 12.06.1934)' after route 525.</i>
Page 154	21.06.1934	<b>168</b>	Delete entry and substitute 'Last day of operation between Strand (Aldwych) and Waterloo Station of Monday to Saturday a.m. peak hours Route <b>168D</b> (Kings Cross Station – Waterloo Station) <i>NOTE: Some sources suggest that this route continued to run through to Waterloo but diverted from 22.06.1934 but diverted as Route 68 group below but the balance of evidence suggests this route was withdrawn south of Strand (Aldwych).</i>
Page 158	30.06.1934	<b>26F</b>	Amend 'Mon-Fri a.m. jnys & eve jnys & Sat a.m. jnys' to 'Mon-Sat a.m. jny, early p.m. jny & evening jnys'.
Page 163	30.06.1934	<b>74A</b>	Amend 'Baker Street Station' to read 'Marylebone Station'.
Page 167	30.06.1934	<b>123F</b>	Delete entry.
Page 171	30.06.1934	<b>168D</b>	Delete Waterloo Station, substitute Strand (Aldwych).
Page 180	11.07.1934	<b>G5</b>	Add note at end of entry for route <b>G5</b> : <i>[NOTE: Romford District service had continued beyond Noak Hill (Bear) to Noak Hill (Pentowan) via Noak Hill Road, Church Road.]</i>
Page 189	03.10.1934	<b>26F</b>	Amend 'Mon-Fri a.m. jnys & eve jnys & Sat a.m. jnys' to 'Mon-Sat a.m. jny, early p.m. jny & evening jnys'.
Page 196	03.10.1934	<b>168D</b>	Delete Waterloo Station, substitute Strand (Aldwych).
Page 206	03.10.1934	<b>68</b>	Delete Waterloo Station, substitute Strand (Aldwych).
Page 210	Insert entry: 18.10.1934	<b>8</b>	Last day of operation of Thursday evening extension to Wembley Stadium.
Page 210	Insert entry: 18.10.1934	<b>16</b>	Last day of operation of Thursday evening extension to Wembley Stadium.
Page 210	Insert entry: 18.10.1934	<b>18</b>	Last day of operation of Thursday evening extension to Wembley Stadium.
Page 211	07.11.1934		<i>In entry for City Motor Omnibus Co. Ltd. add note: Route 3B was Camden Town – Crystal Palace, so it appears City may have continued to use this number after L.G.O.C. renumbered the route as 3 on 14.12.1932.</i>
Page 211	28.11.1934	<b>252</b>	Add ', Church Road' after Noak Hill Road.

## **AMENDMENTS TO VOLUME 11A (Contd.)**

Page 212	31.12.1934	<b>8</b>	Delete ‘, extended Thu evenings to operate from Wembley Stadium (Forecourt)’.
Page 213	31.12.1934	<b>16</b>	Delete ‘and on Thursday evenings to Wembley Stadium (Forecourt)’.
Page 213	31.12.1934	<b>18</b>	Delete ‘with Thursday evening journeys operating from Wembley Stadium (Forecourt)’.
Page 214	31.12.1934	<b>68</b>	Delete Waterloo Station, substitute Strand (Aldwych).
Page 219	Add entry: Name in <b>1933/1934</b> : Cuckoo Lane – <b>Current name</b> : Part no longer exists		
Page 224	Add entry: Name in <b>1933/1934</b> : Upper Gloucester Place – <b>Current name</b> : Gloucester Place (part of)		
Page 230	Add entry:	<b>227</b>	In At 01.01.1933 column: ‘See 27’.
Page 231	Front cover photo is ST974, not ST944.		
Page 232	Eighth word in last line should read ‘jurisdiction’ [corrected in latest reprint].		