

## **MOTOR OMNIBUS ROUTES IN LONDON**

### **AMENDMENTS TO VOLUME 4**

Consolidated amendment sheet no. 13 dated 26 September 2022

Some of these amendments have previously been published in volumes 3, 5, 6A, 9A, 10A and 11A. Alterations since the previous version of this amendment sheet are highlighted in red.

Page 5	21.02.1913	<b>9</b>		Amend date to read '21/23/24.03.1913'
Page 7				Add 41A to list of single-deck routes.
Page 9	01.03.1915	<b>1</b>	Daily	Amend 'Edgware Road, Marylebone Road' to read 'Edgware Road, Chapel Street, Marylebone Road (this section now Old Marylebone Road), Marylebone Road'.
Page 9	01.03.1915	<b>5</b>	Daily	Amend 'Regent Street, Piccadilly Circus, Piccadilly' to read 'Oxford Street, Marble Arch, Park Lane, Hamilton Place'. Amend 'Earls Court Road' to read 'Warwick Road'.
Page 9	01.03.1915	<b>6</b>	Daily	After 'Chamberlayne Road' add 'Banister Road'.
Page 9	01.03.1915	<b>8</b>	Daily	After 'Roman Road' add 'St. Stephen's Road, Old Ford Road (return via Parnell Road and Roman Road except on Saturdays when return via Old Ford Road and St. Stephen's Road).'
Page 10	01.03.1915	<b>11</b>	Daily	Amend 'Harwood Street' to read 'Harwood Road'.
Page 10	01.03.1915	<b>14</b>	Daily	Insert 'Hornsey Rise' after 'Hornsey Road'.
Page 11	01.03.1915	<b>20</b>	Daily	After 'Marsham Street,' insert 'Earl Street (now part of Marsham Street), Bulinga Street (this section no longer exists)'.
Page 11	01.03.1915	<b>21A</b>	Daily	Amend 'Blackheath Village' to read 'Lee Road (this part now part of Blackheath Village), Tranquil Vale (this part now part of Blackheath Village), Tranquil Vale, Royal Parade, Montpelier Row, Prince of Wales Road'.
Page 11	01.03.1915	<b>22</b>	Daily	Amend start of entry to read 'via Chatsworth Road (return via Elderfield Road, Clifden Road), Dunlace Road, Median Road, ...'
Page 12	01.03.1915	<b>23</b>	Daily	Delete 'Barking Broadway'; substitute 'Broadway (this section now part of North Street), East Street, Ripple Road.'
Page 12	01.03.1915	<b>28</b>	Daily	The June 1914 Bus Map shows a two way working via North End Road and Hammersmith Road or via Matheson Road and Avonmore Road but without indicating which direction took which routing. May 1917 is the first map to show operation in both directions via North End Road and Hammersmith Road but no further details or precise dates are known.

## **AMENDMENTS TO VOLUME 4 (Contd.)**

Page 13	01.03.1915	<b>36</b>	Daily	Add 'Canterbury Road (western section now part of Carlton Vale)' before Malvern Road.
Page 13	01.03.1915	<b>37</b>	Daily	Delete 'Village Way'; substitute 'Red Post Hill'.
Page 14	01.03.1915	<b>44</b>		Delete 'Cambridge Road'; substitute 'Cambridge Avenue'.
Page 15	01.03.1915	<b>56</b>	Daily	Amend 'Grove Road, Burdett Road, West India Dock Road' to read 'Grove Road, Burdett Road, St. Dunstan's Road (later Timothy Road; no longer exists as a thoroughfare), St. Paul's Road (now St. Paul's Way), Turners Road (this section no longer exists), Burdett Road, West India Dock Road'.
Page 16	01.03.1915	<b>70</b>	Daily	Amend start of entry to read 'via Ranelagh Gardens, High Street Fulham (return via Gonville Street, Station Approach), Putney Bridge,...'
Page 16	01.03.1915	<b>75</b>	Daily	After 'Powis Street' insert '(return via Beresford Square, Beresford Street, Market Hill).' Amend 'across Blackheath, Montpelier Row, Montpelier Vale' to read 'Charlton Road (now Charlton Way), unnamed road across Blackheath (now Prince Charles Road), Montpelier Row, Montpelier Vale. Amend 'Whitehorse Road, Oakfield Road, London Road' to read 'Whitehorse Road, St. James's Road, Oakfield Road, London Road (return via Station Road, Wellesley Road)'.
Page 17	01.03.1915	<b>78</b>	Daily	The balance of evidence suggests that the long-standing arrangement whereby route 78 operated on Sundays until 4.00 p.m. via Houndsditch in both directions to avoid the obstruction to Middlesex Street caused by Petticoat Lane Market operated from the start of the southbound rerouting via Middlesex Street in December 1913, but no definite confirmation has been found.
Page 17	01.03.1915	<b>84</b>	Daily	After 'St. Peter's Street' add '(return via Market Place, High Street except on Wednesdays and Saturdays (market days))'.
Page 17	01.03.1915	<b>85</b>	Daily	Amend start of entry to read 'via Ranelagh Gardens, High Street Fulham (return via Gonville Street, Station Approach), Putney Bridge,...'
Page 17	01.03.1915	<b>88</b>	Daily	Delete 'Earl Street, Bulinga Street'; substitute 'Earl Street (now part of Marsham Street), Bulinga Street (this section no longer exists).'
Page 18	01.03.1915	<b>107</b>	Sundays	After 'South Street' add 'Horsham Road, Hampstead Road (return via Falkland Road))'.
Page 19	01.03.1915	<b>162</b>	Sundays	<u>The Times</u> for 07.08.1916 implies that the last day of operation of route 162 was 06.08.1916 (although the article is imprecise and l.d.o. may have been 30.07.1916).

## AMENDMENTS TO VOLUME 4 (Contd.)

Page 20	01.03.1915			London & North Western Railway Croxley Green – Garston Route: Delete ‘Croxley Green Station’; substitute ‘Croxley Green (Yorke Road)’. Watford Junction Station – Pinner Station Route: Add ‘(L. & N.W.R.)’ after ‘Pinner Station’. Add ‘Marsh Road, Bridge Street, Elm Park Road, Uxbridge Road’ after ‘Pinner Road’. Add entry: Weekdays	Watford Junction Station – Boxmoor Station* via Woodford Road, Queen’s Road, Market Place, Watford High Street, Hemel Hempstead Road (now Hempstead Road), Watford Road, High Street Kings Langley, Hempstead Road, London Road with journeys to Hemel Hempstead (The Broadway) from junction of London Road/Two Waters Road via Two Waters Road, Lower Marlowes (now part of Marlowes), Marlowes.
Page 21	15.03.1915	<b>106</b>	Daily	Amend ‘St. Paul’s Road, Turners Road, East India Dock Road’ to read ‘St. Paul’s Road (now St. Paul’s Way), Turners Road (this section no longer exists), Burdett Road, East India Dock Road’.	
Page 21	28.03.1915	<b>106</b>	Daily	Amend date to 05.04.1915.	
Page 21	02.04.1915	<b>23</b>	Daily	Delete ‘operate from’.	
Page 23	02.04.1915	<b>157</b>		Amend ‘Kings Dale Road’ to ‘King’s Oak Road’.	
Page 24	26.04.1915	<b>41</b>		Amend ‘Elthorne Road, Hazelville Road,’ to ‘Elthorne Road (part no longer exists, part now Courtauld Road), Hazellville Road,’.	
Page 24	26.04.1915	<b>142A</b>	Weekdays	Amend ‘Chapel Hill Road, Church Road, Stanmore Lane’ to read ‘Chapel Hill (now part of High Road Harrow Weald), Stanmore Lane (now Uxbridge Road)’.	
Page 25	Add entry: 20.06.1915	<b>59A</b>	Sundays	Allocation change ( <i>N withdrawn</i> ).	<i>AK</i>
Page 26	21.06.1915	<b>143</b>	Weekdays	Amend ‘Chapel Hill Road, High Road Harrow Weald, Brooks Hill, Common Road’ to read ‘High Road Harrow Weald, Chapel Hill (now part of High Road Harrow Weald), Harrow Weald Road (now Brooks Hill, Common Road)’.	
Page 26	17.04.1915			London & North Western Railway Delete ‘Croxley Green Station’; substitute ‘Croxley Green (Yorke Road)’.	
Page 26	Add entry: 17.04.1915		Weekdays	Last day of operation of the Watford Junction Station – Boxmoor Station* or Hemel Hempstead (The Broadway) route except for workmens’ journeys.	
Page 26	08.07.1915	<b>41</b>		Delete ‘Jolly Butchers’ Hill, Green Lanes’ [ <i>NOTE: The Fishmongers’ Arms was on the corner of Wood Green High Road and Trinity Road; Jolly Butchers’ Hill is an alternative name for the section of Wood Green High Road at the junction with</i>	

## AMENDMENTS TO VOLUME 4 (Contd.)

*Lordship Lane.]*

Page 32	31.07.1915	<b>162</b>	Sundays	See amendment to page 19 above.
Page 32	31.07.1915	Add entry:		
	(iii)	<u>London &amp; North Western Railway</u>		
	Weekday workmens' journeys	Watford Junction Station – Boxmoor Station* or Hemel Hempstead (The Broadway)		
Page 36	25.12.1915	Delete first sentence; substitute 'Special services ran until around 4 p.m., but were then gradually withdrawn, with all buses returning to garages by 6 p.m, except on those routes starting after 4 p.m. (see below).' Delete 'After 4 p.m. the following routes operated:' and substitute 'The following routes were introduced from 4 p.m.:'		
Page 41	31.12.1915	<b>162</b>	Sundays	See amendment to page 19 above.
Page 41	31.12.1915	Add entry:		
	(iii)	<u>London &amp; North Western Railway</u>		
	Weekday workmens' journeys	Watford Junction Station – Boxmoor Station* or Hemel Hempstead (The Broadway)		
Page 43	21.02.1916	<b>26</b>	Daily	Amend 'High Road Harrow Weald, Chapel Hill Road, Harrow Weald Road (now Common Road)' to read 'High Road Harrow Weald, Chapel Hill (now part of High Road Harrow Weald), Harrow Weald Road (now Brooks Hill, Common Road)'.
Page 45	16.04.1916	<b>37</b>	Daily	Insert 'Loring Road, Linkfield Road' between 'St. Johns Road' and 'London Road'.
Page 54	30.06.1916	<b>162</b>	Sundays	See amendment to page 19 above.
Page 54	30.06.1916	Add entry:		
	(iii)	<u>London &amp; North Western Railway</u>		
	Weekday workmens' journeys	Watford Junction Station – Boxmoor Station* or Hemel Hempstead (The Broadway)		
Page 57	14.08.1916	<b>99A</b>	Daily	Add '(this section now part of Manor Road)' after 'Chapel Hill' and amend 'Dover Road' to read 'Dover Road (now London Road)'.
Page 57	14.08.1916	<b>110</b>	Daily	Amend 'London Road' to read 'Dover Road (now London Road)'.
Page 58	28.08.1916	<b>110</b>	Daily	Amend 'London Road' to read 'Dover Road (now London Road)' and insert 'Dover Road (now London Road), Old Road, Chapel Hill (this section now part of Manor Road), Manor Road' between 'via' and 'May Place Road' and add '(now Mayplace Road East)' after 'May Place Road'.

## AMENDMENTS TO VOLUME 4 (Contd.)

Page 60	04.12.1916	15	Weekdays	Amend commencement of route to read 'via Ladbroke Grove, Elgin Crescent, Colville Terrace, Colville Road (return via Archer Street (now part of Westbourne Grove), Kensington Park Road), Westbourne Grove,...'
Page 61	Add entry: 04.12.1916	53		Allocation change ( <i>X withdrawn</i> ) <span style="float: right;"><i>C, CF, P</i></span>
Page 61	25.12.1916			Delete first sentence; substitute 'Special services ran until around 4 p.m., but were then gradually withdrawn, with all buses returning to garages by 6 p.m, except on those routes starting after 4 p.m. (see below)'. Delete 'After 4 p.m. the following routes operated:' and substitute 'The following routes were introduced from 4 p.m.:'
Page 67	31.12.1916		<u>Other Operators</u>	Delete 'None'; add entry: (i) <u>London &amp; North Western Railway</u> Weekday workmens' journeys      Watford Junction Station – Boxmoor Station* or Hemel Hempstead (The Broadway)
Page 69	19.03.1917	91	Daily	Amend 'Unnamed road across Blackheath, Camomile Bottom, Vanbrugh Park' to read 'Unnamed road across Blackheath (now Prince Charles Road), Charlton Road (now Charlton Way), Vanbrugh Park'.
Page 71	02.04.1917	77A	Daily	Amend date to 01.04.1917.
Page 71	06.04.1917	15	Daily	Delete ' <i>G, X (Suns)</i> '; substitute ' <i>G, X (weekdays)</i> '.
Page 74	Add entry:			(b) Other Operators (i) <u>London &amp; North Western Railway</u> 30.06.1917      Weekday workmens' journeys      Last day of operation of Watford Junction Station – Boxmoor Station* or Hemel Hempstead (The Broadway) route.
Page 79	30.06.1917		<u>Other Operators</u>	Delete 'None'; add entry: (i) <u>London &amp; North Western Railway</u> Weekday workmens' journeys      Watford Junction Station – Boxmoor Station* or Hemel Hempstead (The Broadway) (last day of operation)
Page 80	13.08.1917	72	Daily	Amend 'Charlton Road, Camomile Bottom, unnamed road across Blackheath' to read 'Charlton Road (now Charlton Way), unnamed road across Blackheath (now Prince Charles Road)'. [N.B. Camomile Bottom referred to in this and the preceding entry is the junction of Prince Charles Road with Shooters Hill Road]

## AMENDMENTS TO VOLUME 4 (Contd.)

Page 80	30.07.1917	<b>99</b>	Daily	Amend entry after 'Perry Street' to read 'May Place Road (now Mayplace Road East), Manor Road, Chapel Hill (this section now part of Manor Road), Old Road, Dover Road (now London Road), Dartford Road'.
Page 81	04.10.1917	<b>30</b>	Daily	Delete ' <i>Allocation change (J withdrawn) AF, D</i> '.
Page 83	25.12.1917			Delete first sentence; substitute 'Special services ran until around 4 p.m., but were then gradually withdrawn, with all buses returning to garages by 6 p.m, except on those routes starting after 4 p.m. (see below)'. Delete 'After 4 p.m. the following routes operated:' and substitute 'The following routes were introduced from 4 p.m.:'
Page 85	31.12.1917	<b>30</b>	Daily	Add ' <i>(weekdays)</i> ' after ' <i>AF</i> '.
Page 89	29.03.1918	<b>30</b>	Daily	Delete entry.
Page 89	29.03.1918	<b>88</b>	Daily	After 'Kew Green (Coach & Horses)' add 'via Kew Green, Kew Bridge, Chiswick High Road, Turnham Green Terrace to Bath Road and existing route'.
Page 97	02.12.1918	<b>21</b>	Daily	Delete 'extended from Sidcup (Black Horse)' and replace with 'introduced from Eltham Tram Terminus (Church)'.
Page 97	25.12.1918			Delete first sentence; substitute 'Special services ran until around 4 p.m., but were then gradually withdrawn, with all buses returning to garages by 6 p.m, except on those routes starting after 4 p.m. (see below)'. Delete 'After 4 p.m. the following routes operated:' and substitute 'The following routes were introduced from 4 p.m.:'.
Page 98	31.12.1918	<b>21</b>	Certain weekday journeys	Delete 'Wood Green (Turnpike Lane, Wellington)' and replace with 'Eltham Tram Terminus (Church)'.
Page 103	24.02.1919	<b>35</b>	Weekdays	After 'Lea Bridge Road' insert 'Eastern Road, Shernhall Street, Vallentin Road'.
Page 104	17.03.1919	<b>23</b>	Daily	Add at commencement of entry 'Weekday peak hour journeys to Creekmouth (Crooked Billet) withdrawn between Marylebone Station and Upton Park (Boleyn).
Page 104	17.03.1919	<b>73</b>	Weekdays	Amend route to read 'Highbury Station (Met.) (Castle) - Barnes (Red Lion) via Holloway Road (return via Digswell Street, Crane Grove), Holloway Road, Upper Street, Islington High Street, ...'
Page 106	19.04.1919	<b>38A</b>	Sundays	Amend entry to read 'Introduced on Saturdays to work mornings Victoria Station - Walthamstow (Hoe Street Station), afternoons Victoria Station - Epping Forest (Warren Wood House) as on Sundays.'
Page 106	19.04.1919	<b>38B</b>	Sundays	Amend entry to read 'Introduced on Saturdays to work mornings Victoria Station - Walthamstow (Hoe Street Station), afternoons Victoria Station - Loughton (Crown) as on Sundays.'

## AMENDMENTS TO VOLUME 4 (Contd.)

Page 107	25.05.1919	<b>88</b>	Daily	After 'Kew Green (Coach & Horses)' add 'via Kew Green, Kew Bridge, Chiswick High Road, Turnham Green Terrace to Bath Road and existing route'.
Page 110	30.06.1919	<b>21</b>	Certain weekday journeys	Delete 'Wood Green (Turnpike Lane, Wellington)' and replace with 'Eltham Tram Terminus (Church)'.
Page 111	30.06.1919	<b>23</b>	Weekday peak hour journeys	Amend to read 'Upton Park (Boleyn) - Creekmouth (Crooked Billet)'.
Page 111	30.06.1919	<b>38A</b>	Sat p.m. & Sundays	Add Sat a.m.: Victoria Station - Walthamstow (Hoe Street Station)
Page 112	30.06.1919	<b>38B</b>	Sat p.m. & Sundays	Add Sat. a.m.: Victoria Station - Walthamstow (Hoe Street Station)
Page 119	17.09.1919	<b>30</b>	Daily	Amend last part of entry to read 'and re-routed daily to Highbury Station (Met.) (Castle) via Upper Street, Holloway Road, Digswell Street, Crane Grove (return via Holloway Road)'.
Page 117	10.09.1919	<b>26</b>	Weekdays	Amend 'Stanmore Lane, Church Road, Chapel Hill Road, High Road Harrow Weald' to read 'Stanmore Lane (now Uxbridge Road), Chapel Hill (now part of High Road Harrow Weald), High Road Harrow Weald'.
Page 117	10.09.1919	<b>41</b>	Daily	After Tottenham Hale add '(White Hart)'.
Page 118	14.09.1919	<b>26A</b>	Sundays	Amend 'Harrow Weald Road, Simms Hill, Chapel Hill Road, High Road Harrow Weald' to read 'Harrow Weald Road (now Common Road, Brooks Hill), Chapel Hill (now part of High Road Harrow Weald, High Road Harrow Weald'.
Page 121	22.10.1919	<b>48</b>	Daily	Amend name of terminal at Abbey Wood to read 'Abbey Wood Tram Terminus (Harrow Inn)'. Amend 'Camomile Bottom, Charlton Road' to read 'unnamed road across Blackheath (now Prince Charles Road), Charlton Road (now Charlton Way)'.
Page 123	19.11.1919	<b>63</b>	Daily	Delete ' <i>CF and</i> '. Amend new allocation to <i>CF, P</i> .
Page 125	13.12.1919	<b>38B</b>	Saturdays & Sundays	Insert new entry: 'Rerouted on Saturday mornings at Bakers' Arms to operate to Woodford (Castle) instead of Walthamstow (Hoe Street Station)'.
Page 125	17.12.1919	<b>24A</b>	Weekdays	Amend to read 'via Winchester Street (return via Warwick Street (now Warwick Way), Sutherland Terrace (now Sutherland Street, Sutherland Row), Warwick Street (now Warwick Way), Wilton Road,...

## AMENDMENTS TO VOLUME 4 (Contd.)

Page 125	25.12.1919		Delete first sentence; substitute 'Special services ran until around 4 p.m., but were then gradually withdrawn, with all buses returning to garages by 6 p.m, except on those routes starting after 4 p.m. (see below).' Delete 'After 6 p.m. the following routes operated:' and substitute 'The following routes were introduced from 4 p.m.:'
Page 126	26.12.1919	Add to entry:	Routes 13, 44, 80 and 96 operated and route 107A operated to Dorking (Falkland Arms).
Page 127	31.12.1919	<b>21</b>	Certain weekday journeys - Delete 'Wood Green (Turnpike Lane, Wellington)' and replace with 'Eltham Tram Terminus (Church)'.
Page 127	31.12.1919	<b>23</b>	Weekday peak hour journeys - Amend to read 'Upton Park (Boleyn) - Creekmouth (Crooked Billet)'.
Page 128	31.12.1919	<b>30</b>	Daily After Highbury Station add '(Met.) (Castle)'
Page 128	31.12.1919	<b>38B</b>	Sat p.m. Add Sat a.m.: Victoria Station - Woodford (Castle) & Sundays
Page 128	31.12.1919	<b>41</b>	Daily After Tottenham Hale add 'White Hart'.
Page 129	31.12.1919	<b>48</b>	Daily Delete '(Knee Hill)' and replace with 'Tram Terminus (Harrow Inn)'.
Page 129	31.12.1919	<b>63</b>	Daily Amend allocation to <i>CF, P</i> .

Amend all references to 'Mitcham (Cricketers' Arms)' to read 'Mitcham (Cricketers)'.

\* Now Hemel Hempstead Station