

THE OMNIBUS SOCIETY : LONDON HISTORICAL RESEARCH GROUPINDEX TO GROUP BULLETIN : Numbers 51 to 61FOREWORD

When it was decided to produce an Index to the contents of the Bulletin, the Convenors also agreed that, after the initial Index had been published, subsequent issues would appear after a further ten issues of the Bulletin had been published.

At a subsequent meeting of the Convenors, the Chairman pointed out that six issues of the Bulletin appeared annually, and therefore it would be better to produce the Index every two years and covering twelve issues.

This change being approved, it was agreed that the new system would apply from 1 January 1983. In order to achieve this starting date, this issue of the Index covers eleven issues of the Bulletin only, these being numbers 51 to 61, covering the period from April 1981 to December 1982. The next issue will cover Bulletins 62 to 73, and will be published in 1985.

In order to preserve continuity, the page numbers of this Index carry on from the last page in Index No. 1.

NOTES ON THE INDEX AND HOW TO USE IT

As before, the eleven issues of the Bulletin mentioned in the heading above have been perused thoroughly, and all the matters therein have been listed, quoting the page numbers on which they have appeared. If the subject in question appears on the page more than once, a figure in brackets alongside the page number thus :- 473 (2) indicates the number of times it appears on that page. In the case of lengthy articles only the commencing page number is shown.

Although the majority of subjects fit easily into the alphabetical system adopted, certain subjects have needed special sub-divisions, and these have been provided for the following :-

| | |
|-----------------------------------|-------------------------------------|
| East Surrey Traction Company Ltd. | London General Omnibus Company Ltd. |
| London County Council Tramways. | London Transport (General Index). |

Additional smaller sub-sections covering appropriate subjects will be found under the alphabetical section concerned. These are :-

| | |
|-------------------------------|---------------------------------------------|
| Accidents | Metropolitan Railway |
| A. E. C. Limited | Middlesex County Council Light Railways |
| Daimler vehicles | Metropolitan Electric Tramways |
| Green Line Coaches Ltd. | National Omnibus and Transport Company Ltd. |
| Leyland vehicles | One-Way Traffic Schemes |
| London United Tramways | Thomas Tilling Limited |
| Metropolitan District Railway | Westcliff Motor Services Limited |

There have been three distinctive periods of route numbering covering London bus routes, these being :-

- (1) from 1908 to 1924;
 - (2) from 1925 to October 1934;
- and (3) from October 1934 to the present time.

Each period has been indexed separately, and sections (1) and (2) include the routes worked by the L.G.O.C. and its associated companies, plus the independent operators of the 1922-1934 periods, whilst Section (3) deals with London Transport Central and Country Bus routes.

On the subject of Country Bus routes, the sub-sections covering the East Surrey Traction Company and the National Omnibus and Transport Company contain details of any of their routes mentioned in the Bulletin. However, in the Country Area, prior to the formation of London Transport, there were many small operators working only one or two routes, and if mentioned in the Bulletin details will be found among the various items mentioned and indexed under the name of the operator.

The tramway routes of London have had little mention in the Bulletins covered by this Index, and such details as exist have been incorporated in the sub-sections concerned. In the case of the smaller London systems, please consult the various items listed under the name of the tramway system concerned.

The respective London bus garages and tramway depots are listed twice in the Index - first of all in the alphabetical sections and then under the operator concerned. Taking Merton Garage as an example, a complete list of entries will be found under alphabetical section 'M', and then again under the L.G.O.C. or London Transport sub-section according to which period of ownership is being discussed in the original item. As far as the Country Area garages are concerned, these will be found itemised under the sub-section covering the company in question or else under the London Transport index, if the entry covers that period. This also applies to the Tramway depots.

A list of the eleven issues has also been included (Index page 45), showing the date of each issue, and in order to trace any item, the following procedure must be followed :

Taking the Albanian Omnibus Company as an example - by consulting section 'A' in the Main Index, we find that the company is mentioned on page 432 of the Bulletin. Turning to the list of issues, we find that issue No. 55 (December 1981) covers pages 425 to 432, and thus carries the item on page 432 that is being sought.

Most people interested in London bus operations have a fairly good geographical knowledge of the metropolis, but, with the enlarged area covered by London Transport and its predecessors, it is practically impossible for everyone to know the location of every thoroughfare used by London's bus services. To assist in the identification of little-known streets, the postal district in London or the town name (in the case of places outside the London Postal Area) has been included in brackets after street names, as far as possible.

In a work of this size, it is possible that there are errors and omissions, despite the fact that every effort has been made to keep them to a minimum. The Convenors would be grateful if these could be brought to the attention of the Compiler, Mr. A. W. McCall, 3 Rectory Close, Godalming, Surrey. GU7 1TT.

Similarly, if anyone has suggestions for the improvement of the Index, please write to the Compiler at the above address.

Godalming,
Surrey.
1 July 1983.

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The foregoing list of routes operated during those years in which the London Traffic Act (1924) was in operation and the Public Carriage Office of the Metropolitan Police was responsible for route numbering. During this period, suffix letters were only used for 'short workings'. As these operations were somewhat numerous, only the main route number has been used in this index.

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| Albert Embankment line opened | 418 | Grays Inn Road line | 483 |
| Aluminium-bodied tramcars | 461 | Great Eastern Street line | 444 |
| Angel-Highbury line opened | 425 | Hackney Road line | 455 |
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| Blackwall Lane line opened | 402 | Haydons Road route | 437 |
| Blue Car (No.1), Experimental | 455 468 | Highbury - Highgate line | 482 |
| Bruce, Joshua Kidd | 423 | Holloway Road line | 482 |
| Camberwell - Dulwich line opened | 425 | HR-class tramcars (151/160) | 416 |
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| Cheap Sunday Fares | 395 418 | | 464 |
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| Class E/3 (Leyton) tramcars | 431 | Lambeth Bridge reconstruction | 431 |
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| Dog Kennel Hill line opened | 425 | Leyton Corporation Class E/3 tramcars : | |
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