

L.C.O.C.

SIR ALBERT H. STANLEY

HEB/MVC/5800

FILE

28th September 1915

OVERTURNED BUS B.952 - HIGH ROAD, EPPING

Confirming my conversation with you, I beg to report that, at 2.30 p.m. on the 27th instant, a private two-seater car driven by Mr. M. S. Fry, of 40, Holyhead Road, Coventry, came into tangential collision with our Bus B.592 about 300 yards <sup>north</sup> of Rangers Road, High Road, Epping. The private car overtook our bus, striking the latter on its off-side front wheel cap, with which the car step board became locked for a distance of several feet, rendering the steering gear inoperative, and causing the bus to mount the bank on the near side and overturn into the road.

Thirteen passengers were injured, mainly suffering from shock, one only being detained in the Buckhurst Hill Hospital. All the passengers are witnesses favourable to the Company, and we have a very clear statement from a witness who was behind the vehicles and states definitely that the private car chauffeur did not allow himself sufficient room to pass.

The damage to the bus was, as follows :-

Broken windows, damaged roof and off-side advertisement board.

The Private car had the off-side back tyre burst and both wings, footboard and door on near-side damaged.

(Contd.)



SIR ALBERT H. STANLEY

28th September 1915.

We had the position and marks immediately photographed, and measurements were taken by one of the Epping Forest Officials.

The bus remained on its side, necessitating the diversion of all traffic, until the Police sanctioned its removal, the bus being raised at 7.35 p.m, and returned to the garage by its own power.

Mr. J.F.Thomas, Mr. Courtney (one of the Engineering Assts.) and I met Mr. Basson and Mr. Bradley of Scotland Yard on the site. The latter were perfectly satisfied as to the cause of the accident and as to our freedom from responsibility.

OPERATING MANAGER.





THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

OFFICE OF THE  
GENERAL SUPERINTENDENT.

OPERATING  
20 SEP 1915  
No. 5800  
9, GROSVENOR ROAD,  
WESTMINSTER,

REFERENCE

JPT/IC/8372

LONDON, S.W. 28th Sept. 1915

H. E. BLAIN ESQ.

OVERTURNED OMNIBUS B.592 - HIGH ROAD EPPING  
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Yesterday at 2.30 p.m. about 300 yards east of Rangers Road, High Road Epping, Bus.G1, Bonnet No.B.592, Service 10b, travelling towards Epping Town came into tangential collision with a private two-seater car No. LL.2628, driven by Maxwell Steward Fry, 40, Holyhead Road, Coventry.

The private car was proceeding in the same direction and overtook the bus, striking the latter on its offside front wheel cap. The stepboard of the car and the front wheel cap of the bus became locked for a distance of several feet, rendering the steering gear inoperative, causing the bus to mount the bank on the nearside and overturn into the road.

13 passengers were injured - one detained in Buckhurst Hill Hospital, viz. Mrs. Sarah Dixon, age 72, of Elm Villas, Derby Road, S. Woodford. Mr. Skinner, A.D.I. was also in the bus and sustained cut fingers and forehead and bruised back. The Driver complained of sprained back and the Conductor had a cut hand and sprained left arm. 4 Doctors who were called by the Police attended the injured passengers and were assisted by 2 Red Cross Nurses from the Highams Military Hospital, Woodford.

The ground was measured on our behalf by the Secretary to the Steward of Epping Forest and the measurements were as follows: (sketch together with photograph will be submitted later) - Width of road, 18 ft; distance from bank to wheel track of private car where the bus struck the bank, 10ft, and reduced to 7ft where the bus fell over. Damage to the bus is as follows: broken windows, damaged roof and offside Advertisement board. The bus remained on its side until the Police sanctioned its removal and this work commenced at 6 p.m. At 7.35 p.m. the bus was raised,



tested and found to be in running order and was driven to the Garage by its own power without repair.

Damage to the private car as follows: offside back tyre burst, both wings, footboard and door on nearside damaged.

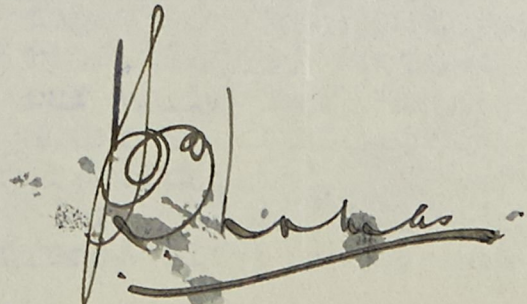
The Driver of the private car, who is very deaf, states that he blew his horn to pass and, as he was passing, the bus swerved towards his car. All the passengers are witnesses for the Company, also a Mr. Maurice Gray of 10, Palace Road, Bromley, who states that he was behind the bus and the car and that the Driver of the latter did not allow himself sufficient room to pass.

The buses on Service 10b during the time (2.30 p.m. to 8.4 p.m.) were diverted via Loughton to the "Robin Hood" owing to the roadway being impassable. The normal working was restored at 8.10 p.m.

The Bus Traffic Controller at Leicester Square received news of the accident and the Officers concerned were at once advised by telephone.

Resumé

Date. 27/9/15. Time. 2.30 p.m.  
Place. High Road Epping, 300 yards east of Rangers Road.  
Service No. 10b. Omnibus travelling in direction of Epping.  
Garage. Forest Gate.  
Driver's name. T. Kingston, Badge No. 1841. Over 10 yrs' Service excellent record.  
Condr's " J. Wakeford, " 2119.  
Bus Letters, G.I. Police Plate No. 164, Bonnet No. 592,  
L.C.C. No. L.E. 9119.  
Damage to bus - broken windows, damaged roof and offside Advertisement board.  
Damage to private car - offside back tyre burst, both wings, footboard and door on nearside damaged.  
Particulars taken by Police Sergt. 33J and Police Constable 811J.







# THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

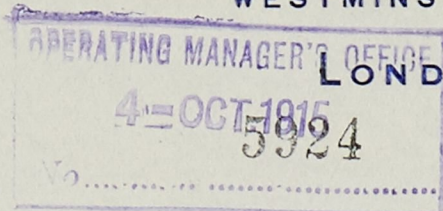
OFFICE OF THE  
GENERAL SUPERINTENDENT.

9, GROSVENOR ROAD,

WESTMINSTER,

REFERENCE

JPT/IC.



LONDON, S.W.

4th October 1915.

H. E. BLAIN ESQ.

## OVERTURNED OMNIBUS - SERVICE 75 (MESSRS. TILLINGS)

On Friday morning last, 1st October, at 9.5.a.m. an Omnibus belonging to Messrs. Tilling Ltd. Chassis 342, Plate No. 3810, proceeding along Charlton Road in the direction of Woolwich and coming round a bend went to the offside of the road, striking the kerb, and, rebounding to the nearside, mounted the pavement and crashed into the railings of a house, "Springfield" on the Maryon Wilson Estate, fell down a bank about 10ft and overturned.

28 passengers were on the Omnibus, 3 badly injured, 6 slightly injured and one detained in Charlton Cottage Hospital with slight concussion, viz. Mr. Lipkin, 66 High Street, Plumstead.

The 6 slightly injured passengers gave their names as witnesses, also a Mr. J. Ward, Charlton House, Charlton.

The Omnibus was badly damaged and will be off service for a time.

The Omnibus Traffic Controller at Leicester Square received news of the accident and the Officers concerned were at once advised by telephone.

### Resumé

Date. 1/10/15. Time. 9.5.a.m.

Place. Charlton Road.

Service No. 75 (Tillings)

Driver's name. E. Campbell, Badge No. 2219

Conductor's " S. Manley, " " 8995.

Particulars taken by Police Constables R. 691 and 497.

*Length of service 2 days*

*[Signature]*

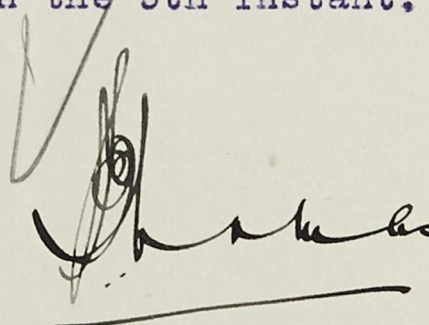


## THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

MEMORANDUM.	OPERATING MANAGER'S OFFICE	TO
	9-JUN 1916	H. E. BLAIN ESQ.
OFFICE OF THE GENERAL SUPERINTENDENT.	TRIAL No.	ELECTRIC RLY. HOUSE.
	5868	
REFERENCE IC/EL/4255/3761.	FILE No.	DATE 8th June, 1916.

OVERTURNED OMNIBUS No. B.1979.

Further to my letter of the 19th ultimo, I beg to advise you that Conductor Mills, Badge 10433 of Middle Row Garage, resumed duty on the 5th instant.



*attach*



10.3 a.m. - 1st Oct. 1915

MR. BLAIN

Messrs. Tillings' bus on Service No. 75  
overturned this morning at 9.15 at Charlton, near  
Church Lane. Five passengers injured and taken  
to hospital - others received cuts.

Mc



## THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

MEMORANDUM.

OFFICE OF THE  
GENERAL SUPERINTENDENT.

OPERATING MANAGER'S OFFICE

20 MAY 1916

IDENT. No.

FILE No.

5085

H. E. BLAIN ESQ.

ELECTRIC RLY. HOUSE.

REFERENCE

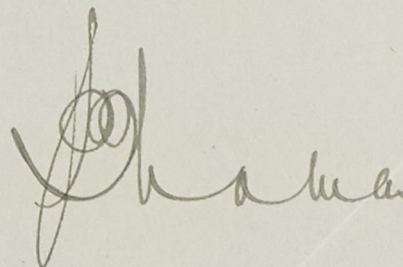
IC//3761

DATE

19th May 1916

OVERTURNED OMNIBUS B.1979

Further to my letter of the 13th instant, with regard to Bus B.1979 overturned, I am advised that it will be two or three weeks before the Conductor is able to leave Hospital, and will notify you when he returns to duty.





25 MAY 1916

4823



# THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

OFFICE OF THE  
GENERAL SUPERINTENDENT.

9, GROSVENOR ROAD,

WESTMINSTER,

REFERENCE

JPT/IC

LONDON, S.W. 13th May 1916

H. E. BLAIN ESQ.

## OMNIBUS B.1979 OVERTURNED

At 3.50 pm. yesterday, as this bus was proceeding from the direction of Kensal Rise to the Garage with a mechanical defect, it overturned on rounding into Middle Row owing to the wheel skidding.

The Conductor (Mills, 10433, acting as Conductor since June 13th 1912, previously a horsebus Driver) sustained a scalp wound about 1" long and complained of injuries to his left leg. He was conveyed to Hospital by another omnibus and is still detained.

The speed of the omnibus was stated by a witness to have been some 4 to 5 miles per hour. Driver Allen, 11377, who entered the service as Driver on August 12th 1913, was not able to avoid the skid and both wheels of the bus collided simultaneously with the kerb, the bus toppling over on to its side clear of the Public House front. Fortunately the Public Houses were closed at the time and the children who swarm this neighbourhood were also at school.

The surface of the road is asphalt, rendered at the time greasy by a shower of rain. This corner is notorious for greasiness and causing skidding. From examination of the track of this bus, the Driver appeared to be negotiating with a proper lock on the steering and he stated he throttled down 20 yards previous to reaching the corner.

The bus was "jacked" and shored up by the Engineering Dept. until ready to be tilted with the aid of ropes. It was raised into normal position at 4.50 pm. and was pushed into Garage by hand by the Staff.

The apparent damage to the bus is slight, amounting to broken windows and destination boards but, of course, it may be found on closer examination that other damage is done.

A handwritten signature in dark ink, appearing to read "Pharma", written over a horizontal line.



L.G.C.C.

SIR ALBERT H. STANLEY

B/C/

13th May 1916

OVERTURNING OF BUS

Confirming telephonic message sent you yesterday afternoon, I beg to report that, at 4 p.m., as Bus B-1979 on Service No.32 was proceeding to the Garage for repairs it skidded at the corner of Kensal Road and Middle Row and turned completely over, damaging the near-side of the bus and breaking the off-side windows. There were no passengers on, but the Conductor had to be taken to St.Mary's Hospital, suffering from severe wound to head and injury to left side.

It is reported that the bus was proceeding only at the rate of about 4 m.p.h., but the skid, which was due to the rain, led to the two side wheels of the bus striking the pavement simultaneously, with the result mentioned.

OPERATING MANAGER.



511.1

No.

# THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

<b>MEMORANDUM.</b>		<b>TO</b> <u>H. E. BLAIN ESQ.</u>
<b>OFFICE OF THE MANAGER FOR MAINTENANCE.</b>		
<b>OUR REFERENCE:</b> <u>520/DW/</u>	<b>YOUR REFERENCE:</b>	<b>DATE</b> <u>8th August 1917.</u>

## OVERTURNED 'BUS.

I have noted Mr. Thomas's letter to you of the 7th instant, in which he suggests that the Front Hub might be formed into the shape of a cone or steel trench helmet. We have given a great deal of consideration to this suggestion in the past and it would be very difficult for us to fit anything to the existing vehicles, other than the rounded hub cap, which is now gradually replacing the hexagonal hub caps originally in use.

The round hub caps should reduce to a minimum the risk of a blow from another car knocking the steering out of the driver's hands, as it should glance off the dome shaped cap, and would only lock if the hub or wheel struck very close in to the spokes.

I think, however, it is of sufficient importance to replace the whole of these hub caps, as soon as we can obtain the dome shaped ones to do so.



*Geo. Thomas*

MANAGER FOR MAINTENANCE.



OPERATING MANAGER'S OFFICE

## THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

SERIAL No. FILE No.

## MEMORANDUM.

OFFICE OF THE  
GENERAL SUPERINTENDENT.

OUR REFERENCE:

541/T.

YOUR REFERENCE:

TO

H. E. BLAIN ESQ.,

Operating Manager.

DATE

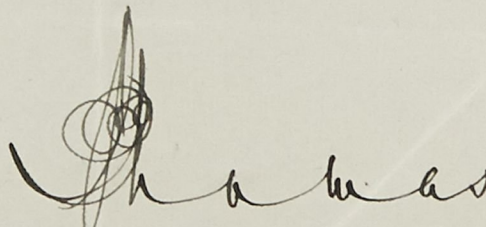
7th August, 1917.

OVERTURNED OMNIBUS.

As mentioned in my report referring to the August Working, of this date, the omnibus overturned yesterday is the third one during the last two years due to the wheel cap having been struck by another vehicle.

I think the question of fitting a shield, somewhat of the shape of a steel trench helmet over the hub has been suggested before, and it would be interesting to know whether some guard of this kind is practicable. It would at least tend to negative a direct blow and dissipate the shock on the steering gear.

(EL)





## MEMORANDUM.

OFFICE OF THE  
OPERATING MANAGER.

OUR REFERENCE:

540/C/

YOUR REFERENCE:

TO

H. E. Blair, MAR 19 1918

SERIAL NO.

2596

DATE

March 18th. 1918.

OVERTURNED OMNIBUS - CHERRY TREE HILL, E. FINCHLEY.JANUARY 2nd. 1918.

The attached blue print does not appear to be in accordance with the explanation given by Mr. J.P. Thomas.

- Position 1. Sighting van.  
 2. Passing van and sighting oncoming tram.  
 3. Pulling to near side. Rear off-side skid. Front wheels locked in lines.

Position 1. No skid is possible owing to tractive effort being greater than momentum.

Position 2. 'Bus is shewn running along tram track. The rear wheels following in track of front wheels.

Position 3. A rear wheel skid is shewn. The front wheels in position 2 and 3 are <sup>approximately</sup> in the same straight line, therefore whilst the 'bus proceeds from position 2 to 3 the rear wheels must pass along the track of the front wheels. The offside rear skid shewn in position 3 is impossible.

Assuming the tractive effort to be nil, then the force due to momentum would be sufficient to drive the front wheels ahead. If any obstruction prevented this then the forces would tend to lift the rear part of the 'bus, for example, should a cyclist travelling down hill suddenly apply excessive brake power to the front wheel he is pitched over the handle bar, the back wheel does not swing out.

By accepting the suggestion that the front wheel was locked against the tram lines, the suggestion that the rear offside skidding took place during that period cannot be supported.



To

If skidding did take place then the front wheels were a sufficient distance from the lines to enable the steering wheel to be operated and in this event a  $\frac{3}{4}$ " ridge should be no obstacle as this depth would be gradually diminished as the angle between the wheels and the lines approached a right angle.

It would appear to me that there has not been sufficient consideration given to road friction as I am of the opinion that it is here where the explanation will be found.

For Wood Paving, Road Resistance is 40-45 lbs. per ton.  
" Macadam " " " 90 " " "

The Tram Track was Wood Paving and the road adjoining Macadam. When the roads are greasy the road resistance of Wood Paving may be negligible whilst that for Macadam may be considered to be practically constant.

#### Tram Track.

Assuming that the Driver was unable to turn his steering wheel whilst the front offside wheel was running against the tram line, it may be expected that immediately the front wheel had passed the obstruction the Driver turned the steering wheel far more than he would do under normal conditions. It is at this moment that skidding would commence though it would be very slight. The front wheels being on the same surface would skid also, but as these wheels were turned they offered a greater surface resistance than the hind wheels. This resistance would necessitate less effort on the part of the Driver to turn the steering wheel per degree and doubtless the Driver did turn the steering wheel to <sup>an</sup> excessive angle.

#### Tram Track & Macadam Road.

When the front wheels were on the macadam road and the rear wheels on the tram track, the resistance of the macadam road would check any further skidding of the front wheels and the wheels would then act as a fulcrum about which the momentum of the 'bus would act.

Position 3 shews the near side front wheel to have struck the pavement and mounted a 4" kerb. This impact would necessarily affect the entire near side of the 'bus and lift the hind near wheel from the ground. The front wheels acted as a fulcrum from which the rear part of the 'bus <sup>receiving</sup> the whole force of the momentum rapidly swung round to a position at right angles to the tram lines. During this action the impact of the front wheels against the kerb and tree would lift the near side



rear wheels off the ground. The rear offside wheel then carried the entire weight of the 'bus and every slight obstruction this wheel received would increase the forces which tended towards overturning the 'bus.

Centre of Gravity.

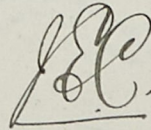
Considerable force is necessary to displace the centre of gravity (standing of a) 'bus where the width of wheel track is 5'6" and in our 'buses the centre of gravity under these conditions is very low. By tilting the 'bus the centre of gravity rises and the width of the wheel track is reduced, therefore considerably less force is necessary to tilt the 'bus further. This force is gradually reduced until the 'bus is balanced upon a point (or edge of wheel) when practically no energy is required either to overturn the 'bus, or to restore it to its normal position.

It is essential to bear this fact in mind as the reason for the 'bus overturning would undoubtedly be due to:-

1. A succession of impacts (Kerb tree)
2. Impacts lifting the near side wheels.
3. Momentum.
4. Offside rear wheel offering greater resistance due to the weight of the 'bus resting entirely on this wheel.

No.2 would be accumulative and augment No.3 (time considered to be infinitesimal)

The retarding forces of 4 would partially act as a fulcrum for the impact and momentum forces which were expended in overturning the 'bus.



~~OPERATING MANAGER.~~



W Thomas  
W Penna  
H. E. Blau  
Applied Maths  
criticism rather destructive  
but constructive, I think.  
1908 9/3/8





# THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

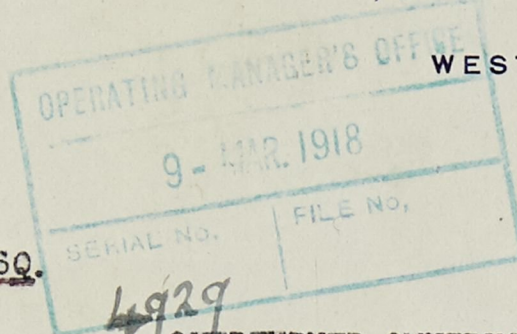
OFFICE OF THE  
GENERAL SUPERINTENDENT.

9, GROSVENOR ROAD,  
WESTMINSTER,

REFERENCE 541/T/

LONDON, S.W. 8th March 1918

H.E. BLAIN ESQ.



OVERTURNED OMNIBUS ) CHERRY TREE HILL, E. FINCHLEY,  
2nd JANUARY 1918. 4.50 p.m.

I beg to refer to my report on this accident dated 4th January last, and now enclose blue print showing half a dozen estimated evolutions through which the omnibus went before pitching over.

There is one figure in this - the distance from the horse van to the notorious tree, which no witness has been able to give us guidance on. There is, however, circumstantial evidence of a distance of about 50ft. as shown on the blue print.

I find that the angle of the tilt between the road and the floor of the omnibus assumes 30 degrees before the centre of gravity is lost. At this angle, the wheels would have to lift from the ground 32", and, in the absence of a blow from another vehicle, such as has been the main cause of our overturned buses, the momentum of the omnibus must be pretty considerable before the wheels would raise to a height of 32" from the ground.

The conclusion formed is that, in this Cherry Tree accident, having regard to the condition of the roads and the fact of a slow moving vehicle being ahead, and on a decline, the speed of the bus was too high, and, having once caught in the tram lines, as shown in the blue print, the vehicle became almost out of control, the gradient of the greasy road contributing to this.



Mr. Cowdrey  
For personal  
return

8

9.3.18

The first part of the letter is devoted to a description of the work done during the last year. It is a very interesting and detailed account of the progress of the various projects which have been undertaken. The second part of the letter is devoted to a description of the work done during the last year. It is a very interesting and detailed account of the progress of the various projects which have been undertaken.

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REFERENCE

LONDON S.W. 8

RESIDENTIAL

GENERAL SUPERINTENDENT

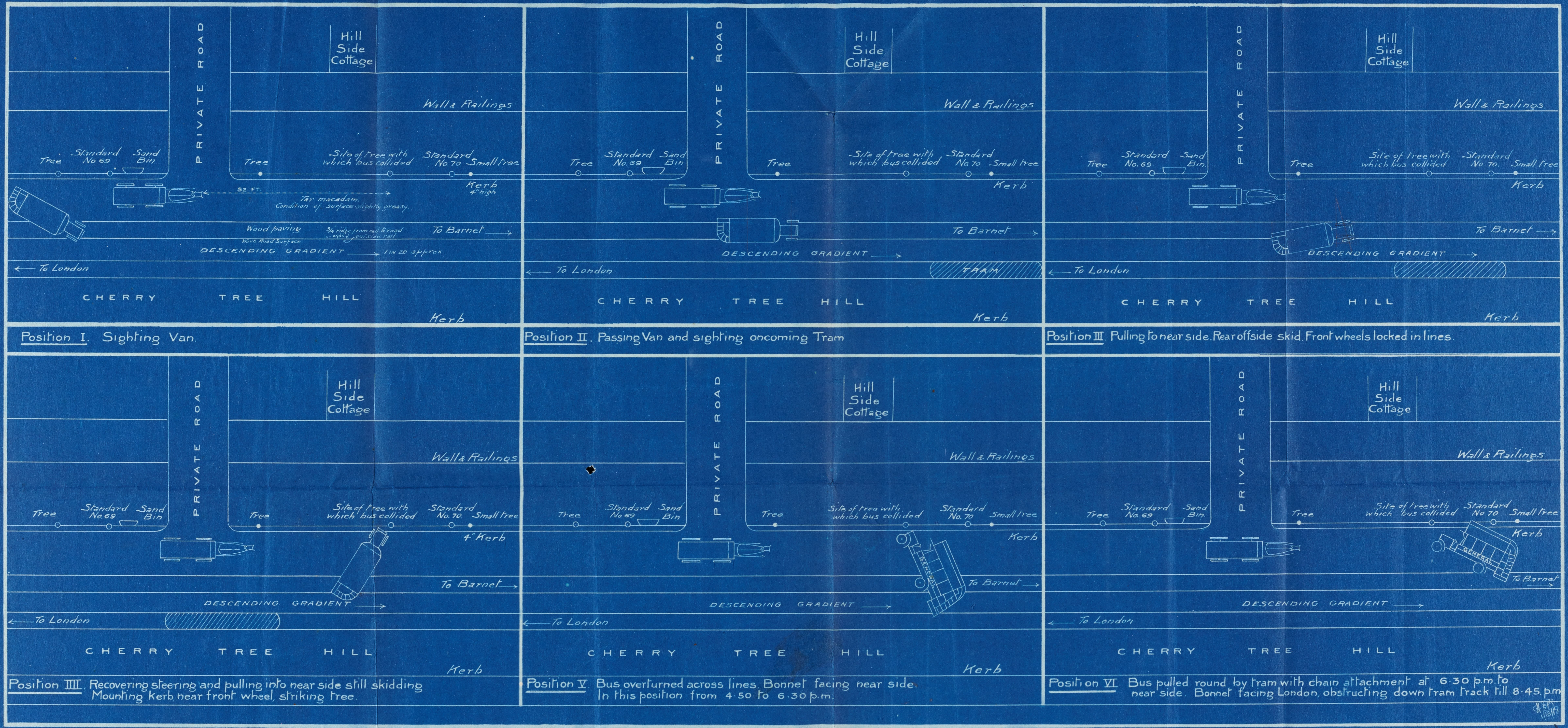
DAVID ROBERTSON

THE LONDON GENERAL SUPERINTENDENT



# OVERTURNED BUS ACCIDENT AT CHERRY TREE HILL.

JAN. 2<sup>ND</sup> 1918.



*Handwritten signature and date:*  
J. H. H. 1918



511 1

## MEMORANDUM.

OFFICE OF THE  
OPERATING MANAGER.

TO

H.E. Blain Esq.

OUR REFERENCE:

540/C

YOUR REFERENCE:

DATE January 8th 1918.

OVERTURNED BUS AT CHERRY TREE HILL, FINCHLEY  
ON THE 2ND JANUARY 1918.

In company with Mr Nye I visited the site of the above accident last Saturday. From the explanation given by Mr J.P. Thomas on Friday last regarding the cause of the accident I would suggest the following theory:-

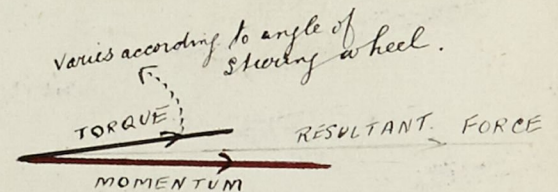
- (1) The bus was being driven "downhill"

The Forces in operation were  
Motive Power (Torque) - plus - Momentum.  
These were uni-directional thus



- (2) Steering Bus sideways.

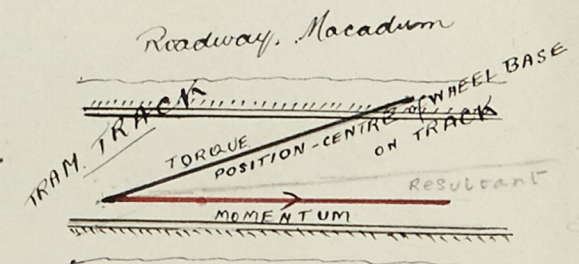
The Forces are now separated and act in different directions thus



- (3) Position of wheels and Forces operating after altering direction of bus.

Whilst the four wheels were on the tram track. (1) There could have been but a very slight turning of the bus. (2) the road surface under all wheels would be similar (3) The surface friction may be assumed to be equal.

The angle between the two forces Motive Power & Momentum would not be great enough to disturb the equilibrium of the bus.



When front wheels were on Macadam Surface and back wheels were on tram track (wood paving)

- (1) There was a greater turning of the bus. The angle between the forces



was greater thus

(2) The friction on the Macadam Road was considerably greater than on tram track with the result

(a) Macadam Road friction should not conduce to skidding

(b) Surface of tram track conduces to skidding.

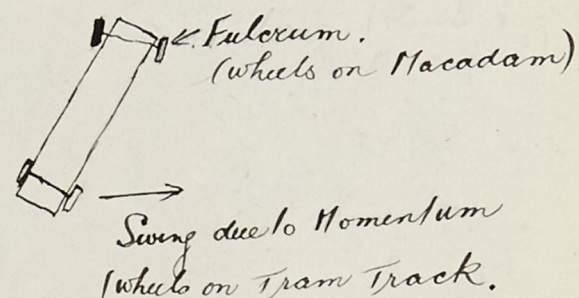
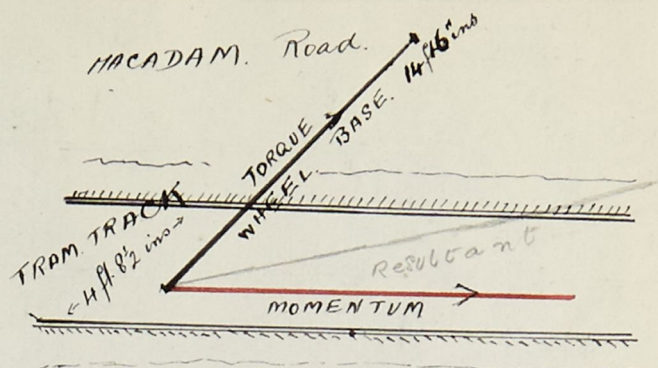
The Momentum of a bus acts in a straight line and in this instance the angle between the Motive Force and Momentum must have been so wide that the Momentum was sufficiently great to cause the front wheels to act as a fulcrum (due to Macadam friction) whilst the back wheels skidded.

The turning (steering) of the bus was continually displacing the Momentum forces in the bus and developing a centrifugal action, which resulted in the bus turning over following the impact which resulted when the front wheels struck the pavement, and at the same time momentarily released the friction between the back wheels and tram track.

By releasing the friction on the back wheels the Momentum had full play, which coupled with the centrifugal force caused the bus to overbalance.

The cause of the accident seems to be due to excessive speed when proceeding "downhill" and also to making too sharp a turn,

The fact that the Driver left the tram track, where steering would be easier than on the Macadam surface, greater difficulty in steering would be experienced on the Macadam surface due to the Momentum of the bus driving the front wheels (acting as a fulcrum) more than the Driver expected. The Momentum being greater than the Motive Force would lead the Driver to assume that his back wheels were locked.



J.E.C.



540/A/879

January 5th 1918.

W.E. Hammond Esq.,  
Traffic Manager,  
The Metropolitan Elec. Tramways, Ltd.,  
Manor House Offices,  
Seven Sisters Road,  
Finsbury Park, N.4.

Dear Sir,

OVERTURNED 'BUS AT EAST FINCHLEY, ON THE 2nd INST.

In reply to your letter of the 4th inst., I greatly regret the delay which was occasioned to your tramway traffic on the Gt. North Road on the 2nd inst., and agree that this was unnecessarily long.

I hope you will feel that we were desirous that the obstruction should be removed at the very earliest possible moment, but we were informed by the Police that the Scotland Yard authorities desired to see the 'bus as it was on the roadway, and the delay of some hours occurred solely for this reason. They, ultimately, did not come at all, and when we were informed that they were not coming, the 'bus was removed from the tramway track within ten minutes.

*at the delay*  
Again expressing our regret, although, as you will see from the above, we were not responsible for it,

I am,

Yours faithfully,

OPERATING MANAGER.



# THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

## MEMORANDUM.

OFFICE OF THE  
MANAGER FOR MAINTENANCE.

OUR REFERENCE:

520/D.

YOUR REFERENCE:

TO

H.E. BLAIN, ESQ.

8- JAN. 1918

SENT BY TELEPHONE

849

DATE

7th January, 1918.

OVERTURNED 'BUS AT EAST FINCHLEY, ON  
THE 2nd INST.

I beg to return herewith the letter from Mr. Hammond,  
together with the copy of your reply, and thank you for  
sending them to me.

The matter has been placed before the Commissioner.



*Geo. J. Ham*  
MANAGER FOR MAINTENANCE.



W.C.BURTON ESQ.

540/A/849

5th January, 1918.

**OVERTURNED 'BUS - CHERRY TREE HILL - EAST FINCHLEY**  
-----

For your information, I give you the following particulars with regard to above :-

At 4.50 p.m. on the 2nd instant, as 'Bus 1179 - Service 43 - ex Holloway Garage, was proceeding towards Muswell Hill it overturned opposite "Hillside Cottage", which is about 140 yards south of Bishop's Avenue - the gradient of Cherry Tree Hill is about 1 in 25.

The Driver reports that he had pulled out from the nearside to clear a stationary van, after passing which his wheels became fixed in the tram lines, and that, on endeavouring to steer again to the nearside the rear of the 'Bus skidded. He tried to recover steering power, but, owing to the momentum of the 'Bus on the incline, could not do so before the nearside front wheel mounted the nearside pavement, and collided with a tree, causing the 'Bus to overturn.

The flanges of the tramway rails stand proud of the road by about  $\frac{1}{2}$ " and probably the accident was due either to this fact, or to undue speed of the 'Bus, or to both, the exceeding greasiness of the roadway being a contributory cause.

The Driver stated his speed was about 3 m.p.h., as he had slowed down in passing the van, and we have no other reliable evidence.

The Driver - G.F. Buse - is 57 years of age, and has been in the service for 16 years, bearing a good record, and not having been involved in a serious accident before.

About 11 persons were injured, but, happily, none of them appear serious. The following are the more recent occasions upon which 'Buses have overturned :-

27th Sept. 1915	...	High Road, Epping.
1st Oct. 1915	...	Charlton Rd. - Tillings.
22nd Dec. 1915	...	Brixton.
12th May 1916	...	Outside Middle Row Garage.
26th Dec. 1916	...	Finchley Road.
6th Aug. 1917	...	Kingston Road.



# The Metropolitan Electric Tramways, Limited.

WEH/VDE.  
M.

Manor House Offices,  
Seven Sisters Road,  
Finsbury Park.

ALL COMMUNICATIONS TO BE  
ADDRESSED TO THE COMPANY  
AND NOT TO INDIVIDUALS.

TELEGRAPHIC ADDRESS,  
"LENTISCUS, FINSPARK, LONDON."

TELEPHONE NUMBERS,  
NORTH 201.  
TOTTENHAM 77 (THREE LINES)



London, N. 4 January 4th, 1918.

H. E. Blain, Esq.  
London General Omnibus Co., Ltd.  
9, Grosvenor Road,  
WESTMINSTER, S.W.

Dear Sir,

Owing to the omnibus overturning at East Finchley <sup>2nd inst</sup> ~~yesterday~~  
our service on Great North Road was greatly disorganised from 4.50  
to 9p.m.

Single line working having to be carried on all this time  
between Fortis Green Road and Muswell Hill Road and we see no reason  
why the obstruction was not cleared much earlier. Occurring as  
this did during the evening rush hours our passengers were greatly  
inconvenienced.

Yours faithfully,

W. C. Hammond

Traffic Manager.





# THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

OFFICE OF THE  
GENERAL SUPERINTENDENT.

9, GROSVENOR ROAD,

WESTMINSTER,

REFERENCE 541/T.

LONDON, S.W.

4th January, 1918.

H. E. BLAIN ESQ.

OVERTURNED OMNIBUS - CHERRY TREE HILL, E. FINCHLEY.  
2nd January, 1918 at 4.50 p.m.

I beg to report that omnibus J.4 - B.1179 - Service 43, ex Holloway Garage, proceeding towards Muswell Hill, overturned opposite "Hillside Cottage". The position is about 140 yards south of Bishop's Avenue - the gradient of Cherry Tree Hill about 1 in 25.

Driver Ruse (5656) states that he had pulled out from the nearside to clear a stationary van and that after passing the van his wheels became fixed in the tram lines and on steering to the nearside the rear of the 'bus skidded. He endeavoured to recover the steering, but owing to the momentum of the 'bus could not do so before the nearside front wheel mounted the nearside pavement colliding with a tree causing the 'bus to overturn.

The flanges of the tramway rails stand proud of the road by about half an inch, this together with the speed of the omnibus, are the primary causes of the accident.

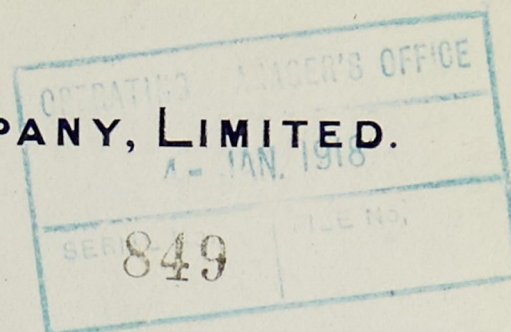
Driver states his speed was about 3 m.p.h., having slowed down for the van. So far we have no corroborations as to speed, but it seems unlikely that the 'bus could have gone through the evolutions it did at so slow a speed as 3 m.p.h.

A careful examination has been made of the ground, but the condition of the road surface is not such as would form obstruction to the skidding of the rear wheels. The loss of equilibrium of the 'bus is assigned -

- (a) to the nearside front wheel mounting the kerb.
- (b) As the omnibus swung round, the offside front wheel hit the kerb a severe blow abruptly arresting the swerve, causing the 'bus to tilt over.

Sketches are being made of the accident which will show what happened more clearly than in writing. These will take

(ctd.)





OVERTURNED OMNIBUS (ctd.)

two or three days to prepare.

The Driver - G.F. Ruse, Badge No. 5656 - Age 57, has been in service since January 1902. He bears a good record and has not been involved in a serious accident before, and for the moment it is difficult to form a definite conclusion as to exactly what he did, or what happened to the omnibus, on his finding the tramway rails resisting the normal progress of the vehicle. Further information will, no doubt, be forthcoming from the various witnesses.

The following are particulars of the injuries -

Miss L. Hopkins - 3, Willow Cottages, St. James Lane, Muswell Hill.  
Chest and right arm injured.

Ada Spear - 17, Cranmore Road, Muswell.  
Nose cut.

Mr. E. Jeffreys - 1, Clarendon Park Cottage, New Southgate.  
Right shoulder injured.

Mrs. Lane - 30, Lynmouth Road, Fortis Green.  
Left shoulder and head injured.

Mrs. M. Drodachivin - 24, Church Crescent, Muswell Hill.  
Head and neck injured.

Miss Ayshford - Cealhein, Woodside Lane.  
4" cut on back of head.

Miss Drewitt (age 14) 42, Corriano Av., Camden Road.  
Right leg injured and shock.

Mr. Jewell - 59, Pembroke Road, New Southgate.  
Legs and shoulder injured.

Mrs. Cooper - 79, The Avenue, Muswell Hill.  
Severe shock and cut head - Taken home on V.A.D. ambulance.

X The above persons received medical aid from Dr. Orr, Clydedale, High Road, Finchley.

The following are occasions on which omnibuses have overturned during the last 2½ years:-

27th September,	1915	- High Road, Epping.
1st October,	1915	- Charlton Rd., (Tillings)
22nd December,	1915	- Brixton.
12th May,	1916	- Outside Middle Row Garage.
26th December,	1916	- Finchley Road.
6th August,	1917	- Kingston Road.

X In date there is a total of 11 claimants, and 2 expected to claim.  
The Women and - King, 7498, Sprained arm.  
lower uninjured.



# THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

## MEMORANDUM.

OFFICE OF THE  
GENERAL SUPERINTENDENT.

OUR REFERENCE:

541/T/

YOUR REFERENCE:

TO

OPERATING ENGINEER'S BOOK

30 APR 1918

H. E. BLAIN ESQ.,

SERIAL NO. Electric Rly. House.

DATE

30th April 1918

### OVERTURNED OMNIBUS, GOLDERS GREEN ROAD.

24.4.18

With reference to the inquest held before Dr. Cohen at Hendon Town Hall last Friday, I beg to enclose a report received from Mr. Lansdown who was present on the occasion.

I am very glad to say that Woman Conductor Green was conscious the whole of Saturday, and there is quite a good chance of her recovery. Whether she will have any deformity cannot, of course, be said at the moment.

*[Signature]*

571-8





# THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

OFFICE OF THE  
GENERAL SUPERINTENDENT.

9, GROSVENOR ROAD,  
WESTMINSTER,

REFERENCE

541/L.

LONDON, S.W.1.

27th April, 1918.

J. P. THOMAS, ESQ.

FATAL ACCIDENT - OMNIBUS OVERTURNED IN GOLDERS GREEN ROAD.  
WEDNESDAY, 24TH APRIL, 1918.(6.30 a.m).  
DRIVER A. SPENCER - KILLED.

-----

I attended the inquest held at the Hendon Town Hall yesterday, to represent the Company in the event of any question being raised as to speed and timing, or any other matter arising out of the operation of motor omnibuses by this Company.

The widow, first witness, stated that her husband rose at 4.30 on the day in question, had breakfast and left for work in time to leave the Garage at 5.33. His health was good, as far as she could tell, at the time, and she considered him to be a healthyman.

A police sergeant produced a plan of the road at the spot where the accident occurred, showing the gradient from the "Prince Albert" public house to be 1 in 29.

Arthur Cole, a garage employee, stated that the omnibus was stopped by the police on Monday, was overhauled on the Monday night, and presented to the police at Golders Green police station on Tuesday morning for inspection, being passed by them as fit for service. In reply to the Coroner, he stated that the stop by the police on Monday was for undue noise. On examination, it was found that the silencer was adrift, and the tappets being worn, this caused the noise complained of. These defects were remedied, and the chassis examined, and found to be in good condition. The steering was found to be in perfect order, and witness explained our system of inspecting the vehicles each night.

Mr. Boyd, Garage Superintendent, was next called and confirmed the previous witness' statement.

Mr. Sexton, Operating Foreman, gave the Coroner the times that Driver arrived at, and left the Garage, also informed him what journeys he had worked prior to the accident. In reply to the Coroner, as to whether the previous journeys had been worked to scheduled time, Mr. Sexton replied in the affirmative.

(Continued)



L.G.O.C. LTD.  
27th April, 1918.

341/L.

J. P. THOMAS, ESQ.

Questioned by the Company's counsel, Mr. Sexton stated that the Driver was a very reliable man, holding a good record.

Mr. Kennedy, a sweep, stated that on the morning of the accident, he was ascending the rise by the "Prince Albert" public house, and when about half way up, the omnibus passed him, travelling at a fair rate of speed. Nothing attracted his attention until he heard a crash, and, looking back, he saw the omnibus overturned. (No questions were asked as to why witness did not return to render assistance). This witness also stated that he saw two motor lorries, travelling to Hendon, pass the omnibus. (This was the only time that any mention was made of any other vehicle being on the road at the time).

F. Crispin, a Company's private checker, stated that he was a passenger in the omnibus, standing second from the Fare Board, facing the door. He considered the omnibus was travelling at a normal rate of speed until it had passed the "Prince Albert" public house, when the speed seemed, to him, to increase. In reply to the Coroner, as to whether the speed was so great as to worry him, witness replied in the negative, and said that it would be just <sup>about</sup> normal speed.

Chief Inspector Brand, of the police, said that when he arrived at the scene of the accident, he ascertained from one of the injured that the omnibus overturned at about 6.30. Replying to a question from the Coroner, he stated that none of the injured complained that the omnibus was travelling at an excessive speed. Witness saw Mrs. Green, the Woman Conductor, lying unconscious on the ground. The 'bus was lying on the footpath, with the front wheels and the radiator inside a garden. It collided with a massive gate pier, which was lying across the coach. Death overtook the Driver at the wheel.

A police sergeant (Coroner's Officer) stated that in February last, two L.G.O. omnibuses collided with one another within 100 yards of this spot. He investigated that case, and was satisfied that the accident was due to the bad lighting at this particular point, it being very dark at the time.

The police sergeant on duty at Hendon Police Station, stated that he took the evidence of the thirteen injured passengers brought to the Station for the attention of the Police Surgeon. None of them complained of the omnibus travelling at an excessive speed.

A police sergeant who travelled to the scene of the disaster on a bicycle, stated that an injured passenger, named Hales, who was riding inside the omnibus, towards the front, complained to him of the very fast rate at which the omnibus was travelling, prior to turning at right angles and overturning. In reply to the Coroner, witness considered that this passenger was not capable of making a statement which could be relied on, as he did not seem rational, and was very much shaken up.

(Continued)



L.G.O.C. LTD.  
27th April, 1918.

341/L.

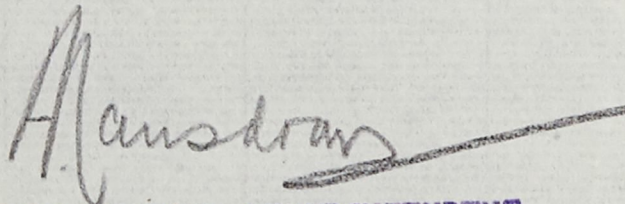
J. P. THOMAS. ESQ.

Chief Inspector Elliott, of Scotland Yard, satisfied the Coroner as to the mechanical fitness of the omnibus, and stated that he considered 12 miles per hour, the regulation speed, quite a safe speed at which to negotiate an omnibus carrying 39 passengers, over this particular portion of the road.

Dr. Tindal, the police surgeon, gave evidence as to the injuries, and stated that deceased had every appearance of being a healthy man. Questioned by the Company's counsel as to the possibility of the Driver having had a temporary seizure, which would cause him to lose control of the steering, witness replied that it was possible. The Coroner would not allow this question, however, as the doctor had previously stated that, on examination, he had found the deceased to be healthy, with no sign of any disease which could lead him to state definitely that Driver did have a seizure of any kind.

The Coroner stated that the evidence clearly showed that the omnibus was mechanically fit, and had been examined and tested by the police before going on service on Wednesday, and again examined by Scotland Yard officials since the accident, everything being found quite in order. It was also found that the road at this particular point was not considered dangerous. The evidence as to speed was not very reliable, on account of the shock the witnesses had suffered. The evidence of Kennedy, the sweep, proved that the omnibus was travelling at a normal speed when it passed him, although he could not say at what speed it was actually travelling when it overturned. The doctor's evidence as to the possibility of a seizure must not be considered, as he stated that the examination showed there were no signs which could lead him to think that Driver had been taken ill.

The jury's verdict was to the effect that there was not sufficient evidence to show how the accident happened.



ASSISTANT GENERAL SUPERINTENDENT.





THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

OFFICE OF THE  
GENERAL SUPERINTENDENT.

REFERENCE 541/T

OPERATING	9, GROSVENOR ROAD,
24 APR 1918	WESTMINSTER,
SERIAL NO.	FILE NO.
9805	LONDON, S.W.1. 24th Apl. 1918

H. E. BLAIN ESQ.

OMNIBUS OVERTURNED, GOLDERS GREEN ROAD,  
WEDNESDAY, 24th APRIL, 1918.

Omnibus A.2, B.2235, Service 83, left Golders Green at 6.21 this morning, and overturned going towards Hendon 7 minutes later, viz. 6.28, immediately opposite Brend Mead Place, knocking down 20 feet of timber railings and 2 stone gate pillars which surround the grounds of Brook Lodge, Brent Bridge.

The following is a statement of injuries :-

Omnibus Driver Spencer,	Killed.
Woman Cr. Mrs. Green,	Concussion, detained in Hampstead Hospital.
Passenger Wm. Read of Highgate,	Severe injury to head and face; detained in Hampstead Hospital.
Passenger E. Gill, Kentish Town,	Fractured elbow, head injured. After treatment at Hampstead Hospital, taken to University College Hospital and detained.

13 passengers were dealt with by Doctor Andrews at the Hendon Police Station, and were allowed to go home.

11 passengers were taken to Hampstead Hospital and not detained.

11 passengers declined medical aid.

There were 37 passengers on the omnibus at the time, 2 of those who received medical attention being a Gatekeeper and Blacksmith's Mate of Hendon Garage; the Woman Conductor and the unfortunate Driver, making a total of 39.

The omnibus left Golders Green at 6.21 a.m.; it is scheduled to leave at 6.35 a.m., but, as is customary with the early morning Munition buses, of which this was one, it left as soon as it had a load, the bulk of the passengers issuing from the Hampstead Tube Railway.

(ctd.)



The distance from Golders Green Forecourt to Brook Lodge is 1.1 mile, and this, on a 7-minute run, would make a total speed of 9.3 miles per hour. What the speed of the omnibus was at about the time of overturning is not known at present. Brook Lodge is at the foot of a 1 in 25 decline, 250 yards long; that is to say, the distance from the "Prince Albert", which is at the top of the decline, to the point of overturning is 250 yards.

An examination of the omnibus shortly after it overturned showed that the speed was in gear and the brakes off. It is possible that the impact would throw the brakes off, assuming they had been on.

The Driver was a married man, and his wife has identified him this morning. There is no family. He entered the service of the Company on November 4th, 1912, and bore a satisfactory record. There is one case of excessive speed against him in 1916, observed by our own Inspectors.

Woman Conductor Green entered the service of the Company on June 4th, 1916.

Until we have some evidence from eye-witnesses, no probable theory can be presented as to the cause of the bus swerving across the road as it did on a perfectly dry and well maintained stone-paved surface. There is a mark 45ft. in length showing that the rubber of the offside back wheel has pressed hard, as if locked, into the durax stone paving.

The following are the dates on which other omnibuses have been overturned *during the last 3 years -*

27th Sept., 1915	-	High Road, Epping.
1st Oct., 1915	-	Charlton Rd., (Tillings).
22nd Dec., 1915	-	Brixton.
12th May, 1916	-	Outside Middle Row Garage.
26th Dec., 1916	-	Finchley Road.
6th Aug., 1917	-	Kingston Road.
2nd Jan., 1918	-	Finchley Road, <i>E. Finchley</i>

*[Signature]*  
GENERAL SUPERINTENDENT.



Copy to H.E. Blain Esq.

511. 1c.

511

540-2/6032

3rd January, 1920

Your "

T.O.

*[Handwritten signature]*

F. Duke Esq.,  
Messrs. Thomas Filling Ltd.,  
Winchester House,  
Peckham, S. E.

Dear Mr. Duke,

Many thanks for your interesting letter of the  
2nd instant with regard to the prosecution of the 2 men concerned  
in the accident at Camomile Bottom.

Yours faithfully,

ASST. OPERATING MANAGER.

*[Handwritten signature]*  
I assume or  
or will be dealt  
with *[initials]* 5-7-20





All communications to be addressed to the Company

# THOMAS TILLING, LIMITED.

BY  
ROYAL WARRANT TO



HIS  
MAJESTY THE KING.

## ROAD TRANSPORT CONTRACTORS.

DEPOTS IN CITY, WEST END  
& THROUGHOUT SUBURBS;  
ALSO AT BRIGHTON.

TELEPHONE:

NEW CROSS 2048 (5 LINES.)

PRIVATE BRANCH EXCHANGE CONNECTING ALL DEPARTMENTS.

TELEGRAPHIC ADDRESS:

TILLING, PECK, LONDON.

YOUR REFERENCE 540/T/6092

IN REPLY QUOTE T.O.

HEAD OFFICE,

*Winchester House,*

*Peckham,* 2nd. January 1919  
S.E.15.

6092

J.P.Thomas, Esq.,  
Asst. Operating Manager,  
London General Omnibus Co. Ltd.,  
Electric Railway House,  
Broadway, WESTMINSTER S.W.....1

Dear Mr. Thomas,

In reply to your letter of the 1st. inst.,  
with reference to the overturned Omnibus at Camomile Bottom,  
I find that the case was heard at Greenwich and both Drivers  
were prosecuted by the Police for negligent driving, and were  
convicted, the Magistrate stating they were equally to blame,  
also they were two obstinate men and neither would give away.  
The Fine amounted to £5 each, i.e. £3 and £2 Costs.

We discharged our Driver but we have  
subsequently taken him on as a Carpenter, this being his  
pre-Omnibus occupation.

Trusting this will be sufficient for  
your purpose.

Yours faithfully,

THOMAS TILLING LTD

*H. D. Dick* TRAFFIC MANAGER



540/3/

1st January 1920

F. Duke Esq.,  
Messrs. Thos. Filling, Ltd.,  
Winchester House,  
BECHTOLD.

Dear Mr. Duke

With reference to the overturned omnibus at Cammille  
Bottom some months ago, the Police, I understand, proposed to  
prosecute one or other of the Drivers for negligent driving.  
Would you kindly say if they did so, and what the results were.

Yours faithfully,

ASST. OPERATING MANAGER.



# THE LONDON GENERAL OMNIBUS COMPANY, LTD.

## MEMORANDUM.

OFFICE OF THE  
GENERAL SUPERINTENDENT.

OUR REFERENCE:

541/T/1859b

YOUR REFERENCE:

540/2035

TO

H. E. Blain, Esq.,

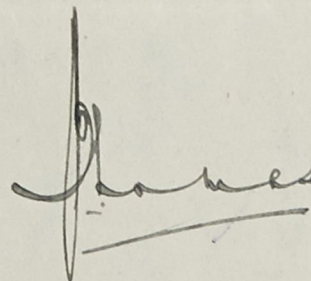
2035

Electric Rly. House.

DATE 9th October, 1919.

### OVERTURNED BUS (TILLINGS) - 27TH AUGUST.

With reference to yours of the 7th instant,  
Messrs. Tilling tell me that they understand the Summons  
is still under consideration, but have no definite  
information. I will let you hear further on this.





49

J.P. THOMAS ESQ.

GROSVENOR ROAD.

540/2035

541/T

7th October, 1919.

OVERTURNED 'BUS (Tillings) - 27th AUGUST

Referring to your memo. of the 9th ultimo, I shall be glad of  
your further report on this matter.

OPERATING MANAGER.

P/.



# THE LONDON GENERAL OMNIBUS COMPANY, LTD.

## MEMORANDUM.

OFFICE OF THE  
GENERAL SUPERINTENDENT.

OUR REFERENCE:

541/T

YOUR REFERENCE:

TO

2035

H. E. BLAIN, ESQ.,

Electric Rly. House.

DATE 9th September, 1919.

For your information, I beg to enclose details  
with regard to the overturning of Messrs. Tilling's omnibus,  
on Route 75, 27th ultimo.

*Blain*

I learn that Police propose prosecuting D. G. both  
vehicles for refusing to give way.  
Will let you hear on this.



MEMORANDUM.

OFFICE OF THE  
OPERATING MANAGER.

OUR REFERENCE :

540/2035

YOUR REFERENCE :

541/T

GENERAL	TO	811
		J.P. THOMAS ESQ.
8-OCT-1919		GROSVENOR ROAD.
SERIAL NO.	FILE NO.	
1859		
DATE 7th October, 1919.		

OVERTURNED 'BUS (Tillings) - 27th AUGUST

Referring to your memo. of the 9th ultime, I shall be glad of  
your further report on this matter.

*H. P. Dean*

OPERATING MANAGER.

P/.



22.11

H. E. Blain, Esq.,  
Electric Rly. House.

541/T/1859b

540/2035

9th October, 1919.

OVERTURNED BUS (TILLINGS) - 27TH AUGUST.

With reference to yours of the 7th instant,  
Messrs. Tilling tell me that they understand the Summons  
is still under consideration, but have no definite  
information. I will let you hear further on this.

---

the

GENERAL SUPERINTENDENT.



Mr. Lansdown.  
Mr. Newman.

H. E. BLAIN, ESQ.,

Electric Rly. House.

541/T

9th September, 1919.

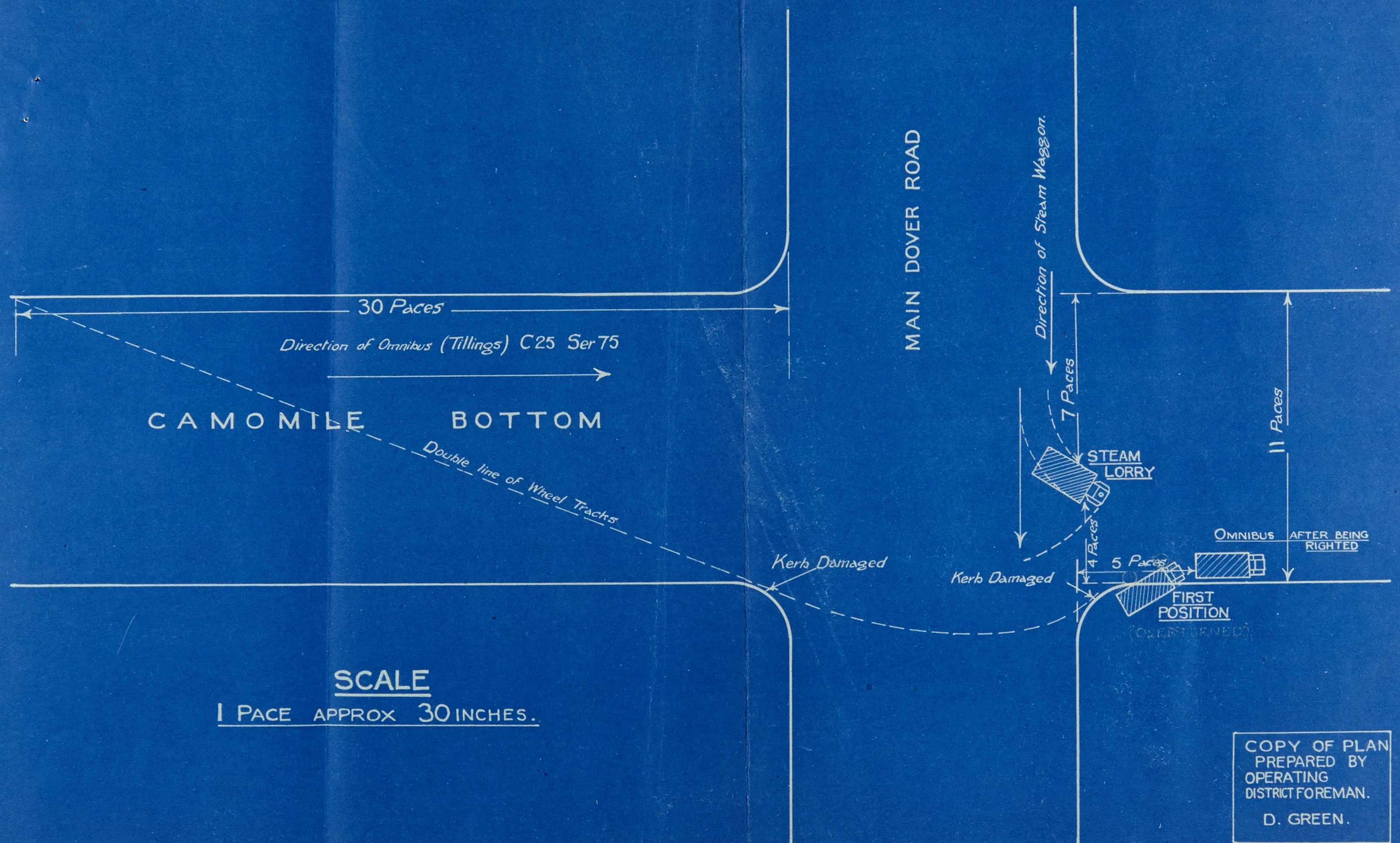
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*I learn that Police propose prosecuting Dr of  
both vehicles for refusing to give way.  
Will let you hear on this.*  
GENERAL SUPERINTENDENT.



L.C.O. CO LTD

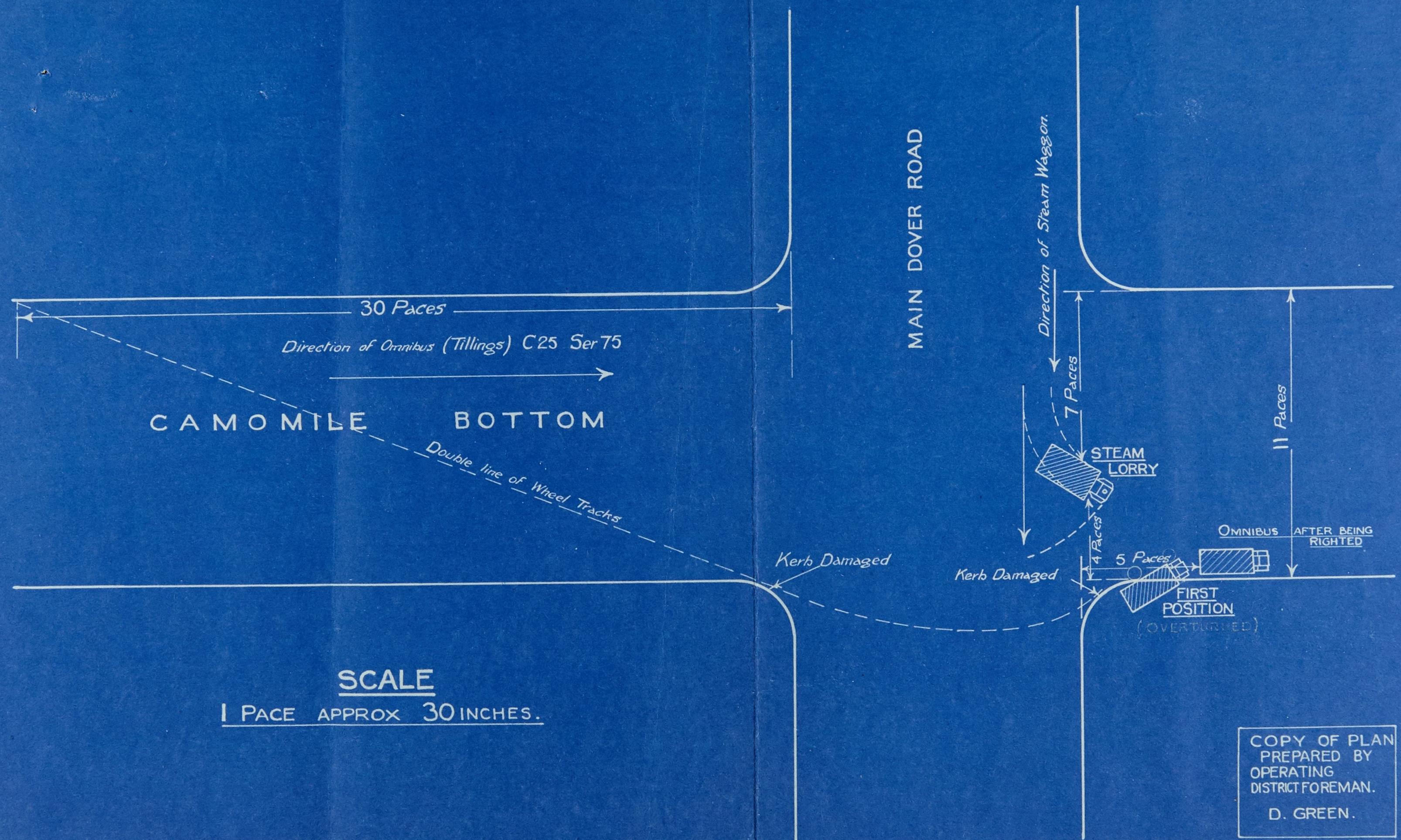
# SKETCH PLAN OF ACCIDENT AT BLACKHEATH. (27. 8. 1919)





L.C.O. CO LTD

# SKETCH PLAN OF ACCIDENT AT BLACKHEATH. (27. 8. 1919)

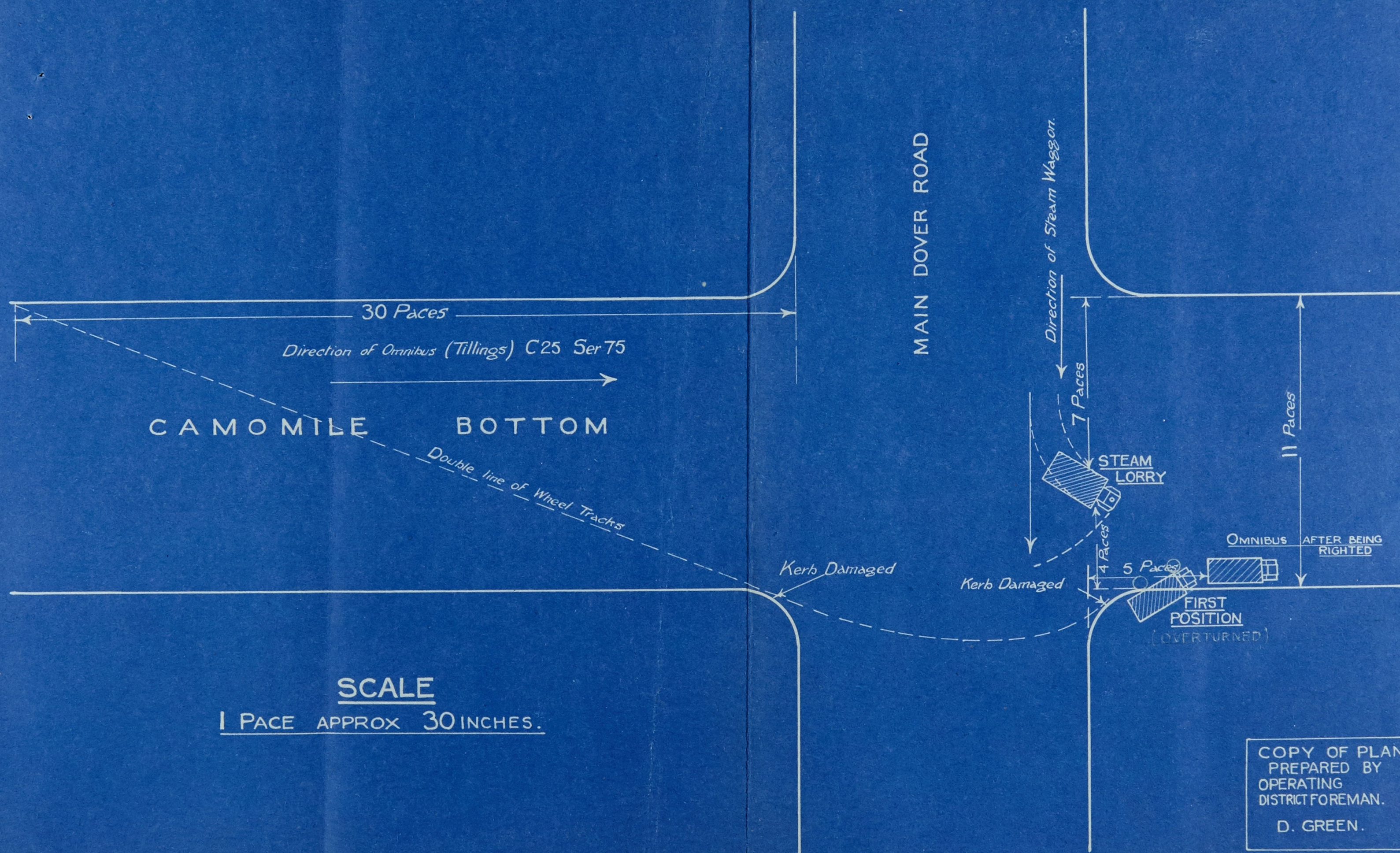


COPY OF PLAN  
PREPARED BY  
OPERATING  
DISTRICT FOREMAN.  
D. GREEN.



L.C.O. CO LTD

# SKETCH PLAN OF ACCIDENT AT BLACKHEATH. (27. 8. 1919)





Roads

566-1

S. NEWMAN ESQ.

540/9227

29th January, 1920.

OVERTURNED OMNIBUS  
FOOTPATH, REIGATE ROAD, BURGH HEATH

For your information I beg to append copy of report from  
our Road Surveyor in this connection :-

"On the west side of the roadway from 30 yards north of the  
Tangier Cottages to 35 yards south of same, a new kerb has been laid,  
and, at the present time, is in a safe condition. In the roadway  
adjoining the kerb, loose granite stones have been put down, but not  
rolled, and this portion is in a soft condition. The length of new  
kerbing recently laid is about 65 yards. He suggests that, when  
this newly laid kerbing has had time to set, this portion of the  
roadway should be well rolled".

This thoroughfare was used by Service 178 until the 26th  
ultimo, when the service was withdrawn.

OPERATING MANAGER.



CAPTAIN ROZIER,

Grosvenor Road.

540/9227

541/W/189/9675/7529

29th January, 1920

OVERTURNED BUS - FOOTPATH, REIGATE RD., BURGH HEATH

I beg to acknowledge receipt of your letter of the 28th instant, covering report from the Road Surveyor in above connection.

OPERATING MANAGER.



# THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

## MEMORANDUM.

OFFICE OF THE  
GENERAL SUPERINTENDENT.

OUR REFERENCE:

541/W/189/9675/7529

YOUR REFERENCE:

TO

H. E. PLAIN, ESQ.

Electric Ry. House.

DATE

28th January, 1920.

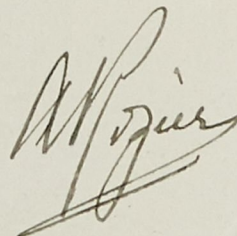
### OVERTURNED 'BUS.

FOOTPATH, REIGATE ROAD, BURGH HEATH.

With reference to the above, I beg to say that our Road Surveyor reports as follows:-

"On the west side of the roadway from 30 yards north of the Tangier Cottages to 35 yards south of same, a new kerb has been laid, and, at the present time, is in a safe condition. In the roadway adjoining the kerb, loose granite stones have been put down, but not rolled, and this portion is in a soft condition. The length of new kerbing recently laid is about 65 yards. He suggests that when this newly laid kerbing has had time to set, this portion of the roadway should be well rolled."

This thoroughfare was used by Service 178 until the 28th ultimo, when the service was withdrawn.





ack: wlt

Copy to Shawnee for  
information

~~SB~~



541/T

to follow up with the  
re Avertments by  
Borough Health -  
see Urban Council

CAPTAIN ROZIER,

Grosvenor Road.

21st October, 1919

DANGEROUS PLACES, COUNTRY ROUTES

With reference to the attached list of places  
considered dangerous on the country routes, I would suggest  
that special reference be made to these in the Traffic  
Circular.

Overturned  
buses file

ASSISTANT OPERATING MANAGER.



541/T/

*N.R.*  
*Thursday 18.9.19.*

MR. LANSDOWN

(Building)

15th September 1919

Consequent on the overturned omnibus at Burgh Heath, I asked Mr. Symes, and I think he arranged, for an examination of other country routes to see if there were any conditions of roads and foot paths similar to Burgh Heath, and I shall be glad if you will let me have the particulars.

GENERAL SUPERINTENDENT.



# THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

## MEMORANDUM.

OFFICE OF THE  
GENERAL SUPERINTENDENT.

OUR REFERENCE:  
541/T/3652/1124b

YOUR REFERENCE:  
791

TO

H. E. BLAIN ESQ.,

491

Electric Rly. House.

DATE 22nd August 1919

### OVERTURNED OMNIBUS - BURGH HEATH, 4.8.19

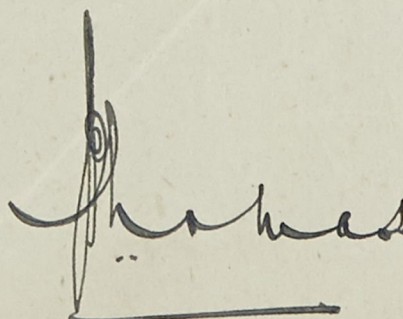
I beg to return Mr. Newman's letter of the 7th inst. and to say that Mr. Newman and myself have personally visited this spot, and have formed the conclusion that the accident is due to a peculiar combination of circumstances -

- (1) That our Driver, C. Vidler, was temporarily blinded by the brilliant headlights of a motorcar travelling south.
- (2) That the approach to the footpath is screened by the curvature of the road, and a Driver continuing to hug the nearside will overhaul the footpath.

We have called upon Mr. Ware, Surveyor to the Rural Council of Epsom, who referred us to Mr. Dryland, the County Surveyor. He stated that he had visited the spot, but, at the moment, had not decided what could be done to prevent further accident, and the Council were discussing the question of cutting away part of the footpath. He stated that consideration would also be given to the placing of kerb stones at the approach to the footpath as a warning.

During our visit to the spot where the bus overturned, a local resident informed us that several accidents had taken place at that very spot, and that, on the previous Sunday, a cyclist and a motorcar had come to grief there, and several accidents had happened previously.

I am having the country roads examined to see if there are any peculiar points in connection with footpaths and curves to which the attention of the Local Surveyors should be called.





To Mr. Thomas  
11-9-19

all Thomas  
Please see me  
11-9-19

GENERAL SUPERINTENDENT'S OFFICE	
12 SEP. 1919	
SERIAL No. 1584 B	FILE No.



## THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

## MEMORANDUM.

OFFICE OF THE  
CLAIMS AGENT.

OUR REFERENCE:

545/N/M8683

YOUR REFERENCE:

TO

H. E. BLAIN ESQ.,

OPERATING MANAGER

DATE

7th August, 1919.

Re Mrs. Rhoda Ingram, deceased.Overtaken 'Bus - Burgh Heath.

The Inquest on the above, who was killed as the result of a 'bus overturning at Burgh Heath, was held yesterday at Epsom before the Coroner and a Jury, when a verdict of "Accidental Death" was returned, the driver exonerated from all blame, and a rider added by the Jury that something should be done to improve the conditions at this point of the road. Briefly stated, the facts are as follows:-

Driver C. Vidler, Badge No. 3946, was proceeding from Kingswood towards London at about 10.30 p.m. at a point just beyond Tangiers Lane, Burgh Heath. At this point there is a footpath which commences flush with the road, and gradually rises forming a bank against the side of the road, which reaches at its highest point a height of 4'-6". There is a heavy camber on the road, and a vehicle of the character of a 'bus might proceed some distance with the nearside wheels on the road and the offside wheels on the bank without any perceptible tilting of the 'bus. This place moreover is extremely dark owing to overhanging trees on both sides, and under ordinary circumstances it is a difficult matter to distinguish the footpath from the road. In the present case when the driver would be about the beginning of the footpath, a motorcar with very strong headlights, coming in the opposite direction, passed the 'bus dazzling the driver and rendering it even more difficult for the moment for him to get his bearings. The result was that the offside wheels took the bank, and when the driver realised from the slight tilting of the 'bus that he was on the bank, the 'bus very slowly turned over and fell on its nearside. At the point where the accident happened the offside wheels had mounted the bank to a height of 3'-6". In my opinion, if the driver had taken the precaution to stop his vehicle immediately he found that owing to the lights of the motorcar he was unable to gauge his position, the accident would not have happened, but in view of the whole of the circumstances, a view which is borne out by the verdict of the Jury, I cannot regard this as anything more than an error of judgment on the part of the driver. Unfortunately the verdict of the Jury will not, I am afraid, exonerate the Company from liability



to pay compensation, as facts would be brought out in cross-examination in the course of an action at Law, which were not dealt with in the Coroner's Court.

I am glad to be able to state, after an interview with the Doctor who attended most of the patients at the Epsom Cottage Hospital, that, with the exception of perhaps three cases, the remainder are suffering from nothing worse than cuts, bruises, and shock, and there is only one other fracture sustained by a female passenger, whose skull was fractured but who is progressing favourably.

Mr. Macdonald of Messrs. Joynson-Hicks & Co., represented the Company at the Inquest, and I have requested him to furnish an opinion upon the question of liability with his report.

Deceased was not represented, and so far as could be gathered there was no-one dependent upon her at her death, which will reduce any claim to one of funeral expenses.

*Stanley Newman*  
CLAIMS AGENT.

H.



W. Thomas.

To note + interview

Local Authority,  
reporting result

\$2

9.89



THE RT.HON.LORD ASHFIELL

540/T 622

17th April, 1920

FATAL ACCIDENT .. SHOOTER'S HILL  
5th INSTANT

I beg to report that the inquest in connection with the above was resumed yesterday, when numerous witnesses gave evidence, including passengers on the omnibus in question, and the woman who was in charge of the push-cart containing a child and who was proceeding on the off-side of the road in the opposite direction to the bus. This latter witness gave evidence which was of considerable value so far as the Driver was concerned, as she was in a good position to see what occurred, and stated that, had the Driver not turned sharply away to avoid her, she and her children would have been injured. Her evidence undoubtedly favourably influenced the Jury who had, up to that point, displayed a certain amount of hostility towards the Driver, and they indicated that the Driver's deviation from one side of the road to the other was justified by the circumstances which had been put before them.

They also intimated that the only question upon which they required satisfying was the question of the speed of the bus prior to the accident. Several witnesses were called but no evidence of excessive speed was adduced and, in the absence of any evidence to that effect, it could only be assumed that the omnibus was being driven at a reasonable speed, and this was the conclusion to which the Jury came. They were desirous of having a statement from the Driver, who was called and gave his evidence satisfactorily.

The Coroner, in summing up, pointed out the danger likely to be caused from dogs not being under proper control within the roadway, having regard to the present day traffic conditions.

After a lengthy retirement, the Jury returned a verdict of "Accidental Death" and exonerated the Driver from all blame, but intimated their desire to add a Rider, as follows :-

"The Jury wish to call attention to personal dangers on the 21a and 75 routes owing to the unwillingness on the part of some of the Drivers to stop to put down passengers. We also consider the speed of some of these buses passing through Blackheath Village and the approaches thereto a danger to the public. "

The Coroner declined to record this Rider, but stated he would forward it to the proper authorities.

OPERATING MANAGER



OPERATING MANAGER'S OFFICE

MEMORANDUM.

OFFICE OF THE  
CLAIMS AGENT.

OUR REFERENCE:

545/K/V/2118

YOUR REFERENCE:

TO

4663 1920  
H.E. BLAIN ESQ., C.B.E.

OPERATING MANAGER.

DATE

12th April 1920

In accordance with your instructions, I wrote to Mr. C.H. Hoare thanking him for the assistance which he rendered in connection with the overturning of an omnibus at Shooters Hill and enclosing cheque value £2. 2. 0 as a slight acknowledgment. I enclose copy of my letter to Mr. Hoare together with his reply.

*Stanley Newman*  
CLAIMS AGENT.

N/H

Encls





MEMORANDUM.

OFFICE OF THE  
CLAIMS AGENT.

OUR REFERENCE:

545/K/V2118

YOUR REFERENCE:

TO

H.E. BLAIN ESQ., C.B.E.

4588

OPERATING MANAGER.

DATE 10th April 1920.

Re Shooters Hill Accident.

I beg to report that the inquest upon the bodies of the three persons was opened yesterday at Greenwich, and the Coroner, Dr Whitehouse, after taking evidence of identification of the deceased, medical evidence and hearing some witnesses as to the accident, adjourned the further hearing until the 16th inst, to enable several of the injured passengers who were unable to attend to be called as witnesses.

The enquiry so far has not elicited anything very strong against the Driver although some questions and remarks were decidedly relative to high speed, as to which, it is evident the intention of those representing relatives of the deceased to endeavour to establish, but I do not anticipate anything of a startling nature arising from the Inquest.

I will further report on the matter in due course.

*for. Sydney Newman*

A/J.

CLAIMS AGENT.

*H. Dawson*



Charlton Works.  
Shooter's Hill.  
London. S.E. 18.

10th April 1920.

Sydney Newman Esq.  
10a Page Street.  
Westminster. S.W. 1.

Dear Sir,

Ref. 545/K/V/2118.  
-----

I beg to acknowledge and thank you for your letter and cheque value £2-2-0 which I should have replied to before but for slight indisposition. I much appreciate your thanks for any services which I rendered in assisting to the best of my ability in the recent sad omnibus accident, which I consider is only a duty in such circumstances. I also appreciate your kindness in sending cheque, but as the expense incurred was very small, I have pleasure in passing it on to the Secretary of the Blackheath & Charlton Hospital as a donation to that institution.

I remain.

Yours faithfully,

(SIGNED.) C.H.Hoare.

Enc. Cheque £2-2-0, No 7063,  
S.N.P.



THE RT. HON. LORD ASHFIELD

540/T/464

8th April, 1920

OVERTURNED OMNIBUS, SHOOTERS HILL -  
EASTER MONDAY

I beg to advise you of a third death in this accident -  
Frederick Watson, aged 36  
60, Shepherdess Walk,  
City Road, E.C.

The latest reports also state that a fourth person is in critical condition.

OPERATING MANAGER.



THE RT.HON. LORD ASHFIELD

6th April, 1920

OMNIBUS OVERTURNED, SHOOTER'S HILL ROAD -  
EASTER MONDAY, APRIL 5th, 1920

Omnibus B.1659, A.D.14, Route 21a, Palmers Green and Shooters Hill, overturned at 7.50 last evening in Shooters Hill Road. The omnibus had its full complement of passengers, viz. 39, 2 of whom were killed. Of the remaining 37, 11 have been detained in hospital. 26 were not detained and proceeded to their homes last night.

The omnibus was proceeding to Palmers Green and was driven by Driver Green, Badge No. 6116, who is well acquainted with the road. Shooters Hill Road at the point in question has a slight decline of about 1 in 35. The Driver was too shaken to make a report of the accident, but eye-witnesses state that the omnibus swerved in endeavouring to avoid 2 dogs fighting in the road on the nearside, one of which was killed by the bus, and again swerved to avoid a woman with a perambulator in the road on the off side; the distance from leaving the nearside to returning to nearside after the two swerves is 38ft. The road was dry at the time, but the omnibus skidded and, on the rear wheels colliding with the kerb, it toppled over into the roadway just opposite the Public House known as "The Fox under the Hill"; this is about half a mile from the terminus of the Service. The road is of tar macadam with asphalted surface.

The Driver returned from War Service about 3 years ago and joined the Company's service in 1912.

The following is a list of overturned omnibuses during the last 5 years :-

27th Sept., 1915	- High Road, Epping. Service 10b.
1st Oct., 1915	- Charlton Road (Tillings).
22nd Dec., 1915	- Brixton Road. Service 59.
12th May, 1916	- Kensal Road. Service 32.
26th Dec., 1916	- Finchley Road. Service 13.
6th August, 1917	- Kingston Road. Service 85.
2nd Jan., 1918	- Woodside Av., E. Finchley. Service 43.
24th Apl., 1918	- Brent Bridge. Service 83.
28th Apl., 1919	- Whitechapel High St. Service 25.
3rd Aug., 1919	- Barch Heath. Service 178.
24th Aug., 1919	- Willesden Lane. Service 8.
5th Apl., 1920	- Shooters Hill Road. Service 21a.



# THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

<b>MEMORANDUM.</b>  OFFICE OF THE OPERATING MANAGER AND CHIEF ENGINEER.		TO  H. E. BLAIN ESQ.  _____ _____ _____ DATE 13th. March 1922.
OUR REFERENCE: LGO/310/GTJ.	YOUR REFERENCE: _____	

## A C C I D E N T S.

Yesterday, about noon, a "B" Type Omnibus - B.1917 proceeding from Wimbledon towards Putney, along Parkside, Wimbledon, Service 70, was overtaken by a small car whose front wheel struck the off-side front wheel hub of the 'bus; this evidently threw the steering over to the near-side and before the driver could recover, he had mounted the cinder path. The two near-side wheels slithered down about 18" into soft ground on the nearside of the cinder path and the Omnibus overturned.

Five people were injured including the Conductor, the latter received injury to the thigh.

It was 3 o'clock before anyone arrived from the Public Carriage Department to enable our men to proceed to raise the 'bus; by 5 o'clock the vehicle had been raised and had returned to the Garage. No defect of any kind was found in the steering or other mechanism of the 'bus.

*Geo. Kraus*  
 OPERATING MANAGER &  
 CHIEF ENGINEER.



511-6

<b>MEMORANDUM.</b>		ASSISTANT MANAGING DIRECTOR OFFICE.	TO
OFFICE OF THE CLAIMS AGENT.		12 OCT. 1923 1137	H. E. BLAIN ESQ. C.B.E. ASST. MANAGING DIRECTOR.
OUR REFERENCE:	YOUR REFERENCE:		DATE
LGO/340/O/M6529.			11th October, 1923.

I beg to report that at 1.17 p.m. on the 10th inst., Omnibus K.39 working on Service 80a, and driven by Driver W.J. Wodhams, Badge No. 14607, 2nd Class, Chalk Farm Garage, was proceeding along Brighton Road in the direction of Walton-on-the-Hill, and when near the top of Lion Hill, at the junction of Brighton Road and Dorking Road, it skidded, collided with the offside kerb, mounted the footpath and overturned on to its nearside, whereby two passengers received slight injury, and declined medical aid.

*James Newman*  
CLAIMS AGENT.

O/O.



ASSISTANT MANAGING DIRECTOR'S

OFFICE.

## MEMORANDUM.

OFFICE OF THE  
OPERATING MANAGER  
AND CHIEF ENGINEER.

11 OCT. 1923

SERIAL No. 1119

TO

H.E. BLAIN ESQ.

OUR REFERENCE  
LGO/310/GTJ.

YOUR REFERENCE:

DATE 11th. October 1923.

## A C C I D E N T.

I regret to report that yesterday afternoon, on the Brighton Road, a "K" Type omnibus overturned. This is the first accident of this kind with a "K" Type vehicle.

The driver states that he had to swerve to avoid a car which, without warning, turned out of a by-road leading to Walton Heath. This started a skid, and the 'bus at right angle turned at a fair speed which caused it to over turn. There were two passengers on the top, who apparently were not injured as they were able to walk away.

It is a curious fact that not a single pane of glass in the 'bus has been broken, either through the overturning or in the operation of righting the vehicle, and it could have been put on service again immediately. I am having it photographed, as the only damage to the vehicle is the holes which had to be knocked through the top Advertisement Boards to allow the ropes to be passed through for hauling it back on to its wheels.

I understand from Mr. Lansdown that the tarmac road in this district was so greasy that it was difficult even for one to walk on it, and within a mile of the accident to the 'bus there were six vehicles in trouble through skids, and one large Daimler was over turned in the ditch.

*Geo. J. Blain*  
OPERATING MANAGER &  
CHIEF ENGINEER.

*Convoalescent Home*



511-6

Rt. Hon. Lord Ashfield.

LGO/... / 7932.

30th April 1923.

Overtaken Omnibus - Harleyford Road.  
Kennington Road - 28th April 1923.

I regret to report that bus B.1570, proceeding from Hoskins Street, Greenwich to Enslar Park with a private hire party, overturned outside Kennington Road Schools, Harleyford Road, at 1.30 p.m. on Saturday last. The Public Carriage Department official gave permission, at 3 p.m. for the bus to be moved and it was got away by 5.27 p.m.

The driver states that he was proceeding between ten and twelve miles per hour, behind a tramcar. He was aware that the latter would be pulled up a few yards further on, but states that the tram driver pulled up suddenly when the bus was only two or three yards behind making necessary a swerve to the off-side. The off-side road-way was clear, the nearest vehicle being a tramcar a hundred yards away coming towards him.

The bus is said to have given a lurch in this sudden turn to the off-side, which the driver endeavoured to right. The back portion of the bus, however, struck a pillar box and the bus overturned.

There were twenty-one passengers injured, including the conductor, two being serious cases. The off-side of the bus bonnet was completely smashed but there was no damage to the chassis. The bus was later examined by one of the Carriage Department officers and found to be mechanically satisfactory.

It is understood that outside passengers were, at the moment, standing up cheering the cricketers at the Oval, which perhaps had something to do with the overturning, but from investigations of the facts to date, the driver would appear to be responsible.

The name of the driver is Burkett, 39 years, who has been with the Company since August 1919, and he has a fair record.



THE LONDON GENERAL OMNIBUS COMPANY, LIMITED.

9, Grosvenor Road,  
WESTMINSTER. S.W.1..

JS./VJ.

30th April, 1923.

To :-

G. J. Shave, Esq.,

OVERTURNED OMNIBUS - HARLEYFORD ROAD,  
KENNINGTON - SATURDAY,  
28th April, 1923.

Driver Burkett, 10930 - Putney Bridge Garage  
Condr. Jones, 7817. - " " "

I have to report that Omnibus B.1570, proceeding from Hoskins Street, Greenwich, to Wembly Park with a private party turned over outside Kennington Road Schools, Harleyford Road, at 1.30 p.m. on Saturday last. The Public Carriage Officer arrived and gave permission for the Omnibus to be moved at 3 o'clock. The Bus was got up at 3.27 p.m.

The Driver states that he was proceeding between 10 and 12 m.p.h. following close behind a tram. He was aware that the tram would pull up a few yards further up, but the Tram driver pulled up suddenly when he was between two and three yards behind, which forced him to swerve to the off-side. At this moment he could see that the road was clear the nearest vehicle being a tram approximately 100 yards away coming in the opposite direction. Owing to the sudden turn, the Omnibus gave a lurch. He endeavoured to right the bus, the back portion of which struck the Pillar Box on the off-side, and the Omnibus fell over.

Passengers injured :-

21 - Two seriously  
(including Condr.)

List to follow.

Damage to Omnibus :-

Off-side of Bonnet completely smashed.  
No damage to Chassis.

Omnibus was later examined by Two Public Carriage Officers, who found same mechanically satisfactory.

Conductor stated that just prior to the Accident he had been on top giving out the Tickets. He had his full complement outside and, whilst he regarded them as a merry party, there was nothing in their behaviour that could be complained of. He was unable to throw any light on the accident.

Driver Burkett (Aged) 38) joined the Company in August, 1919.  
and bears a fair record.

*Handwritten signature*  
TRAFFIC SUPERINTENDENT.



511-6  
The Rt. Hon. Lord Ashfield.

LGO/300/1/ 9849

13th March, 1922

OVERTURNING OF A "B" TYPE BUS -  
PARKSIDE, WIMBLEDON, 12th INSTANT

I beg to inform you that yesterday, about noon, a "B" type omnibus, B.1917, proceeding on Service 70 from Wimbledon towards Putney, along Parkside, was overtaken by a small car, the front wheel of which struck the offside front wheel hub of the bus, throwing the steering over to the nearside; before the Driver could recover, he had mounted the cinder path and the two nearside wheels slipped down about 18 inches into soft ground on the nearside of the cinder path, overturning the bus.

Five people were injured, including the Conductor, but it would not appear that any of the injuries were serious.

There was no defect of any kind found in the steering or mechanism of the bus.

SN.

ASSISTANT MANAGING DIRECTOR