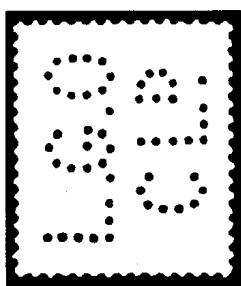


In this Bulletin there are two new identities relating to 'The London General Omnibus Company' - "LGOC" for short. Melvyn Green reports *a positive identification* from an entire dated 30th November 1918 with "LGO" (L2580.01), and John Nelson has put forward the same company as *a suspected identity* for "L.G.O/CL^d." (L2600.01) from a stamp with a Dulwich, London postmark. This has prompted a little research resulting in another 'suspected' identity and some interesting links to known identities and familiar 'logos'.

1905-1915

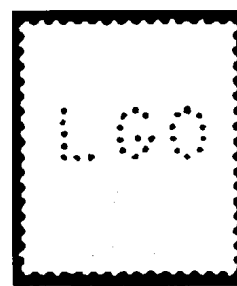


L2600.01



Company logo from
the 1918 entire

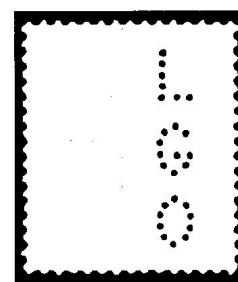
1915-1920



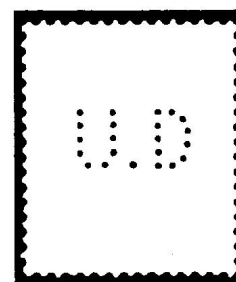
L2580.01

The London General Omnibus Company was formed in 1855 to rationalise and regulate the omnibus services operating in London. At this time, of course, the vehicles would have been horse drawn. The company later built their own vehicles in their workshops in Blackhorse Lane, *Walthamstow*, East London.

The die "L/G/O" (L2590.01) may well have been used by the company in the 1920's, but can anyone report any *Walthamstow* postmarks? The die is similar to "A/E/C" (A1990.02) - see illustration on next page.

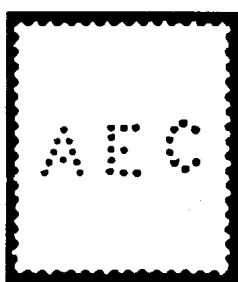


Still on the subject of passenger transport in London, the 'Underground' Group of companies used the perfin "U.D" (U0610.01) 1905-1933. The letters were taken as the first and last letters of the word Underground.



Soon the two companies would combine, and on 18th July 1912 the "LGOC" went into voluntary liquidation enabling re-construction of the company under the ownership of the 'Underground'. It was at this time the workshops at Walthamstow were formed into a separate company called the 'Associated Equipment Co Ltd', but still with manufacturing ties with the parent company. By this time they were making motorised omnibuses for the 'LGOC', and, at the request of the government, started making lorries during the First World War.

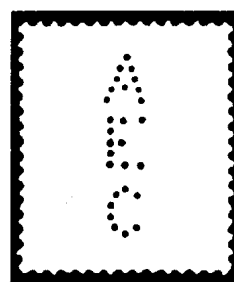
1920-1924



A1990.02



1920-1922

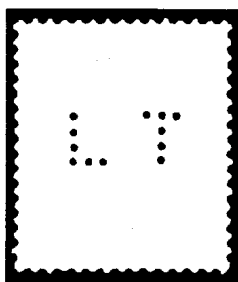


A2010.02

Two dies involving the letters "AEC" (A1990.02 and A2010.02) are known from this period with *Walthamstow* postmarks. It is reasonable to assume they were both used by the company. In 1928 the works were transferred to new 'purpose-built' premises in Windmill Lane, Southall, Middlesex.

The 'Underground' itself went into voluntary liquidation on 28th July 1933 specifically to facilitate the setting up of the 'London Passenger Transport Board'. This gave rise to the familiar 'London Transport' logo and use of perfins with the letters "LT".

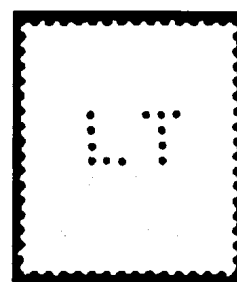
1933-1941



L5360.01aM



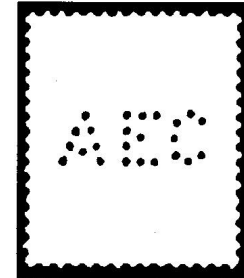
1941-1945



L5360.01c

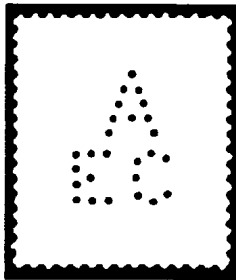
With the setting up of the "LPTB" in 1933, the "AEC" became an independent company. They continued to use perfins, but being supplied by Slopers, some of the dies were also used for other companies, notably the American Express Company. Postmark evidence may be necessary to differentiate one user from another.

Unfortunately, there is a distinct 'gap' in the perfin record for the "AEC" from c1925 through to the early 1940's. The die that fills this gap (in large part at least) is A1990.01, *but can anyone report Walthamstow or Southall postmarks!*



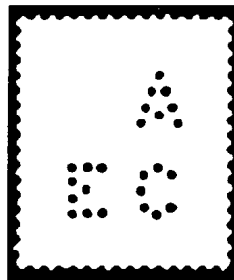
A1990.01

1941-1945



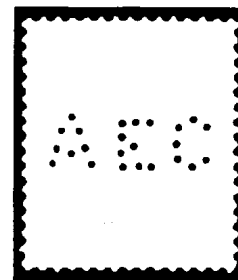
A2000.02p

1941-1945



A2000.03p

1945-1960

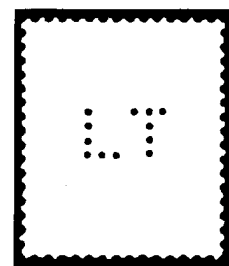


A1990.06

In 1948 the "AEC" purchased both the Crossley Motor Co. and the Maudslay Motor Co., with the sales of the three companies to be handled by a new company called the Associated Commercial Vehicle Co. At the same time the "AEC" was renamed simply to "AEC Ltd". Production ceased at Southall in 1979.

Also in 1948, the London Passenger Transport Board was replaced by the London Transport Executive - see the article on 'The British Transport Commission' in Bulletin N°.318. The perfin shown alongside was used by both the Board and the Executive bodies.

1945-1985



L5360.01M