



LFS 6 (5606 NG) was one of the initial batch of ten 60 seater FS5G Lodekkas delivered to ECOC in 1960. She is seen here in Cambridge Drummer Street Bus Station around 1962, awaiting departure to Sawston on service 103. This batch had tungsten internal lighting whereas later members of this class had fluorescent lighting. LFS 6 was withdrawn in 1976 after 16 years passenger service.



LFS 13 (5613 NG) seen here when new in Peterborough Bishops Road Bus Station awaiting departure to Whittlesey on service 343. The balance of the 'NG' batch of FS5G Lodekkas of which LFS 13 was one, was delivered in 1961 and were the first double deckers to have fluorescent lighting and illuminated advertisement panels. This vehicle was withdrawn in 1977 after 16 years service. Photo: courtesy Robert Mack.



LFS 31 (2931 PW) was one of a batch of nine 60 seat FS5G Lodekkas delivered to ECOC in 1962. These were the last of the LFS class to feature the early apron style radiator grilles. In common with the 1961 batch, these '62 deliveries sported illuminated advertisement panels and chromed wavy backed seats. LFS 31 was withdrawn in 1976 after 14 years company service. Photo: courtesy of Robert Mack.



LFS 49 (49 CNG) is seen here in my old stamping ground at Great Yarmouth Wellington Road Bus Station, awaiting departure to Norwich via Acle on service 7. She was one of only four FS5G 60 seat Lodekkas delivered with open platforms in 1963. Sadly, all members of this batch were withdrawn early and converted into towing trucks by ECOC. LFS 49 had gone by 1975. Photo: courtesy of Robert Mack.



LFS 65 (65 DNG) caught by the camera in the late 1960s in Lowestoft Gordon Road Bus Station, was the first of a batch of five 60 seat FS5G Lodekkas delivered in 1963 and fitted with Cave-Brown-Cave heating system (note the vents either side of the destination box). LFS 65 was withdrawn from revenue earning service in 1979 after 16 years of regular stage carriage duties.



LFS 104 (DNG 404C) was the fourth of the final 26 sixty seat FS5G Lodekkas to be delivered to the company in 1965. She is seen here in Lowestoft Gordon Road Bus Station awaiting departure to Oulton Broad on service 3A in the mid 1960s. This fine vehicle was withdrawn in 1980 after 15 years revenue earning service.



LFS 73 (AAH 173B) was the first of the 1964 delivery of 60 seat Bristol FS5G Lodekkas and is seen here when almost new outside Haverhill Outstation, having worked in from Cambridge on service 113. She was the first double decker in the ECOC fleet to sport a registration suffix letter. LFS 73 was withdrawn in 1980 after 16 years loyal passenger service.



LFS 126 (GNG 126C) was the very last Bristol FS5G Lodekka to be delivered to the company. She was caught by Robert Mack's camera on a sunny mid 1960s day in Peterborough Bishops Road Bus Station as she was about to depart on the long distance journey to Corby on service 313. She was withdrawn in 1980 after 15 years regular stage carriage service.