



LK1 (later LK31 and LK240) (FAH 107) seen here at rest in Ipswich's Old Cattle Market bus station, awaiting its next turn of duty on Service 244 to Melton via Kesgrave, Martlesham and Woodbridge. This vehicle was numerically the first of the LK class of lowbridge K type double deckers delivered in November 1944. Originally fitted with a Strachan's 55 seat body, it received a new ECW 8 feet wide 55 seat body in 1953 and served the Company for 23 years until 1967.



LK11 (later LK41 and LK143) (FNG 399) seen here sporting its original Strachan's 55 seat utility body in Norwich's Surrey Street bus station awaiting departure to the south Norfolk village of Long Stratton via Swainsthorpe, Newton Flotman and Tasburgh on Service 14. This vehicle was delivered in January 1946 and was refitted with a 55 seat lowbridge body, post war style radiator and Gardner 5LW oil engine in January 1953. This vehicle went on to serve the Company for a very creditable 21 years, being finally retired in 1967.



LK 283 (LNG 283) captured here awaiting departure to Sudbury via Hadleigh, at Ipswich Old Cattle Market Bus Station on a sunny afternoon in the early 1960s. This fine example of an ECW bodied 55 seat lowbridge Bristol KS5G dates from 1950. She was withdrawn in 1966 after 16 years loyal passenger service. The LK class was introduced in 1944 and a total fleet strength of 81 was attained by 1951. They had a total seating capacity of 55.



LK 300 (LNG 300) captured in Norwich's Surrey Street bus station in the early 1960s awaiting a turn of duty on the 11A service to Mundham via the south Norfolk villages of Poringland and Brooke. She is a splendid example of an ECW bodied Bristol KS5G sporting a somewhat ungainly 8 feet wide body on its 7 feet 6 inch chassis. New in March 1951, this vehicle served the Company for 16 years before seeing retirement in 1967.