

EASTERN COUNTIES L OMNIBUS COMPANY LIMITED



Photo taken in the early 1960s in the Millfleet, King's Lynn

REG NO: HPW 133 FLEET NO: LKH 133 BODY NO: 2896 CHASSIS NO: 74152

1949 Bristol K5G 56 seat double deck omnibus with ECW bodywork and Gardner 5LW oil engine.

Vehicle owned by Patrick Burnside of Eye, Suffolk and Michael Kingston of Hethersett, Norfolk.

Exterior fully restored to original 1950s condition by David Gray of Lincoln.

Interior restored by Patrick Burnside and Michael Kingston in 2020/2021.

Acquired for continued preservation from David Gray of Lincoln in October 2020.

Final restoration completed in June 2021.

Post war half cab Bristol K, KS and KSW type double decker omnibuses were once very numerous throughout the Company's operating area, in both highbridge and lowbridge forms, before the days of 'one man operation' and the introduction of the front entrance, rear engine Bristol VRT models, which sadly witnessed their ultimate demise in

the late 1960s and early 1970s. These fine vehicles were the mainstay of the double deck fleet throughout the 1950s and 1960s and were a common sight in the cities of Norwich, Cambridge and Peterborough, where they were mainly employed on busy high frequency cross city operations.

LKH 133 was one of a large batch of 67 HPW registered 56 seat Bristol K5G & K6B highbridge double deck omnibuses delivered to the Company between October 1948 and September 1949.

A large number of this batch, including LKH 133, saw initial service with London Transport, deputising for war damaged and destroyed AEC RT type buses for approximately one year, before returning to Eastern Counties, their rightful owners. LKH 133 was allocated to route 93 (Putney Bridge Station to Epsom) and was based at Putney Bridge LTPB garage whilst serving in the capital.

LKH 133 was initially allocated to Peterborough's Lincoln Road depot, where she was often seen operating the busy local city services and longer distance county routes from the city's Bishops Road bus station. Later allocations saw her migrating south to the university city of Cambridge, where once again she would have been employed on local city and longer distance county services, and thence to the West Norfolk port town of King's Lynn, where she would have been garaged in the town's Vancouver Avenue depot. She spent her final service days with the Company at the main Norwich, Surrey Street depot, where she was largely employed on the extensive network of local city services.

She was withdrawn from revenue earning passenger service in late 1969.

Subsequent history . . .

Following withdrawal in late 1969, she passed to local dealer, Ben Jordan of Coltishall, who sold her on in April 1970 for further service as a school contract bus with Lincolnshire coach operator, D. P. Storey of Deeping St James (trading as Brookside Coaches).

She was initially rescued by Mike Gallagher and Steve Milner, two Lincoln based enthusiasts, for preservation in July 1973, before passing to a Mr Lockwood of Scawby, Lincs. two years later in 1975.

Whilst with Mr Lockwood, she was stored out in the open at the Sandtoft Trolleybus Museum. In December 1976, she once again changed hands, being acquired by David Gray of Lincoln, who was to own, restore and rally her for the next forty three years! For most of this time she was proudly exhibited at the Lincoln Road Transport Museum.

David very reluctantly agreed to part with his pride and joy as he approached his 75th birthday in late 2020 and she is now in the joint custody and care of Patrick Burnside and Michael Kingston. Having been moved to a new home in Suffolk, she has since undergone extensive internal improvements to her upper and lower saloons, had a number of fittings refurbished and re-chromed and had her original Tilling style front destination indicator reinstated.



LKH 133 during her final days serving the city of Norwich.

She is seen here on Thorpe Road, outside Thorpe Railway Station, whilst operating a local cross city service.

LKH 133 is now been preserved as a Norwich city bus of the 1950s and 1960s.