



LL 7 (CNG 207) was one of the first batch of twelve 32 seat Bristol L4G ECW bodied dual purpose vehicles delivered to the company in 1938. LL 7 was later renumbered LL 507 in the 1946/47 renumbering scheme. She is seen here in Peterborough operating local city service 307 to Fletton in the late 1940s. She was withdrawn in 1952 after 14 years hard slog, 6 through the long dark days of WW2!



LL 58 (CVF 858) was one of 38 Bristol L5G 35 seat ECW bodied stage carriage saloons delivered to the company in 1939. LL 58 was later renumbered LL 558 in the 1946/47 renumbering scheme. This shot was taken in the Suffolk resort of Felixstowe where she is seen working local town service 238 to Wolsey Gardens. She was withdrawn in 1956 after 17 years hard service, the first 6 through the war years.



LL 91 (EAH 891) was one of forty 35 seat ECW bodied Bristol L5Gs delivered to ECOC in the wartime year of 1942. This vehicle was later renumbered LL 591 in the 1946/47 renumbering scheme. She was caught by the camera in Ipswich operating local circular service 233. She was withdrawn in 1959 after 17 years sterling service!



LL 124 (ENG 724) was another of the 1942 batch of 35 seat ECW bodied Bristol L5Gs. In line with the 1946/47 renumbering, she received new fleet number LL 624 and served for a total of 17 years during wartime and peacetime. She is seen here in the early 1950s whilst out of service in the Essex resort of Clacton-on-Sea, having worked in from Ipswich on the jointly operated service 123 with ENOC.



LL 640 (FPW 511) was one of a delivery of 21 ECW bodied 35 seat post war Bristol L5Gs in 1947. She was caught by the camera on a sunny day around 1960 operating a private hire in North Quay, Great Yarmouth. Note the larger windscreen and deeper radiator than that of the pre-war and wartime models. LL640 was withdrawn in 1963 after 16 years passenger service.



LL 695 (GPW 695) was the penultimate member of the 1948 Bristol L5G delivery which consisted of no less than forty 35 seat ECW bodied models all registered in the GPW series. She is seen here at rest on the forecourt of Norwich Thorpe railway station before departure to Cringleford on service 90, sometime during the mid 1950s. She was withdrawn in 1965 after 17 years revenue earning service. Photo: R. Mack.



LL 405 (KAH 405) seen on a glorious summer day in the early 1960s making her way towards the bridge in the Suffolk resort of Lowestoft. She was one of ten ECW bodied Bristol L4Gs delivered to the company as 'accountancy rebuilds' in 1949. She was renumbered in 1964 to LL 905 and withdrawn a year later after serving 15 years for the company.



LL 743 (LNG 743) was the very last half cab saloon to be delivered to the company and was new in 1951. The law changed this year, allowing buses to be built with 8 feet wide bodies and LL 743 is an excellent example of an ECW bodied 30 feet long x 8 feet wide 39 seat Bristol LWL6B stage carriage saloon. She is seen here in Great Yarmouth in the early 1960s. LL743 was withdrawn in 1968 after 17 years service.