



LS 1 (DAH 161) was the first vehicle to be classified as an LS by ECOC. LS1 (later LS 491) was a Bristol L5G with a 26 seat ECW coach body. She was the first of a batch of two such vehicles delivered in 1939. She saw 18 years passenger service with the company before withdrawal in 1957, 15 as a full coach. The LS class comprised an assortment of 93 Bristol L, LWL, LS & MW coaches dating from 1939 to 1964.



LS 493 (GPW 493) was the third vehicle to be classified as an LS by ECOC. LS 493 was a Bristol L6B with a Beadle 28 seat forward entrance coach body. Three such vehicles were delivered in 1949 and had a relatively short eleven year life with the company, all being withdrawn by 1960. The very attractive LS 493 is seen here on a private hire to the English Bowling Association in the early 1950s.



LS 705 (KNG 705) was a MkII ECW 'Queen Mary' bodied 35 seat Bristol LWL6B coach and was one of a batch of four such vehicles delivered to the company in 1951. She is seen here laying over on a private hire, possibly in London in the mid 1950s. She was withdrawn in 1966 after 15 years passenger service, 10 as a full coach.



LS 788 (5788 AH) caught by the camera at rest on the bus wash in Great Yarmouth Wellington Road Bus Garage. This fine example of a Bristol MW5G 39 seater coach dates from 1959. She was withdrawn in 1975 after 16 years loyal passenger service, 9 years as a coach. She is seen here in the early 1960s whilst still sporting 'Metropolitan Coaches' cream and maroon livery.