



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 3a – Photographs 1 to 500

Issue 1 – April 2021

Introduction

About this document

This document contains a selection of the photographs that have been added to the LTSV website (www.ltsv.com) since 2003. It is one of several that together contain the majority of the content from the website. Other documents available for download include:

- **Part 1** gives a basic list of all known service vehicles
- **Part 2** gives full details of all vehicles, including such information as chassis and body numbers, suppliers and disposals and allocation histories (broken down into sections due to size)
- **Part 4** has a list of service vehicle locations and also the news and forum sections from the website

LTSV has accumulated a large amount of information over the years. By making these documents available for download it is hoped that the content can be preserved even if something happens to me or my website.

Because of the large number of photographs that have been published (6,688 as at 13th April 2021), this document has been broken down into sub-parts, each with a total of 500 photos. This has allowed the use of minimal image compression. Note however that some of the original photographs were not of particularly high quality.

Most of the photographs are of London service vehicles. However, I do sometimes add related pictures that I believe may be of interest. Examples include railway rolling stock and service vehicles from beyond London.

The photos are presented in the order in which they were published and the photographer and date of publication are shown. Also shown is the photo reference number. These numbers appear against the small images used in Part 2, allowing the larger image to be found. Hyperlinks in the captions have been changed to text references to other photos where relevant.

Other than the hyperlinks, the captions are the same as they were when the photograph was originally published. They may therefore contain incorrect assumptions or superseded information. Also shown are any comments made by website members against each photo. Comments up to 31st March 2021 are included.

More photos are added to the website every month, and besides being somewhat larger, also benefit from having links to view vehicle and location details. A new part of this document will be produced each time a multiple of 500 is reached.

This part of the document contains photos 1 to 500, originally published between October 2003 and March 2004.

Thomas Young, Abbey Wood, April 2021



Photo 1, by **Clive Greedus**, added to LTSV on 01/10/2003.

A picture taken in 1975 shows 1577F (AML754H), a Ford D550 5-ton Box Truck with Tail-Lift parked at Hainault Depot. The vehicle was allocated to Parsons Green and was apparently collecting a load of chairs.

Comment by *Clive G* on 19/11/2017: My original transparency for this photo bears a processing date of Aug 75 and was most likely taken no later than July as other shots followed. At the time I was a motorman at Hainault and remember the occasion well. The emergency garage was closed sometime following the Moorgate disaster of 28 Feb 1975 when the Hainault gang failed to attend due to staff not being available. Local gossip was that coverage for the gang was from the depot shop staff rota and that some individuals regularly took a chance to go AWOL. By the time I'd got my new camera I found the garage full of chairs just delivered by this lorry and no sign of any breakdown tenders.



Photo 2, by **Colin Smith**, added to LTSV on 01/10/2003.

Mercedes-Benz Actros 1835 tractor unit 2560M was photographed at Acton soon after its delivery in 1998.



Photo 3, by **Colin Smith**, added to LTSV on 01/10/2003.

Mercedes-Benz Actros 1831 flatbed truck 2571M was delivered in 1998 and was photographed soon afterwards at Acton.



Photo 4, by **Colin Smith**, added to LTSV on 01/10/2003.

Demountable vehicles have been popular since the early 1990s. Shown here is 2496M, a Mercedes-Benz 814 with tail-lift. In this view taken at Ealing Common depot in 1990, it was carrying one of the emergency response bodies, and had its front panels painted to match.



Photo 5, by **Colin Smith**, added to LTSV on 01/10/2003.

Prior to the arrival of the Mercedes-Benz demountable trucks, the emergency response fleet was based on Ford A and D series lorries. In this photograph taken at Ealing Common depot in late 1990, Ford D0710 2139F in a slightly weathered red livery is parked next to one of its replacements. This vehicle was withdrawn in 1991.



Photo 6, by **Colin Smith**, added to LTSV on 01/10/2003.

Mercedes-Benz 814 demountable 2491M (H223FLB) was found parked outside Baker Street station in 1990. The flexibility of demountable vehicles is demonstrated by further pictures of this vehicle carrying curtain sided (see photo 59) and drop sided (see photo 24) bodies. Although it would certainly make an attractive feature, the large roundel above the box body does not belong to this vehicle!



Photo 7, by **Colin Smith**, added to LTSV on 01/10/2003.

An interesting shot of Mercedes-Benz 814 demountable truck 2492M (H224FLB) taken at Morden depot in 1990 showing the equipment cupboard doors open.



Photo 8, by **Colin Smith**, added to LTSV on 01/10/2003.

A vehicle with an interesting history. 3011L was one of the first vehicles numbered in the new series for leased vehicles when it joined the fleet in 1982. Initially operated in standard grey livery, it was repainted to the colours shown above and purchased for use by the London Transport Museum, in which role it was photographed at Morden depot in 1990. The vehicle was never renumbered into the owned series and it was withdrawn from use in early 1992.



Photo 9, by **Colin Smith**, added to LTSV on 01/10/2003.

An interesting shot taken at Amersham station in 1990 shows Mercedes-Benz 1617 tractor unit 2472M (G384VJB) being used with a water tanker trailer to support one of the 'Steam on the Met' events. This unit was delivered in 1989 and was the first large Mercedes-Benz bought new, and one of the last SVs painted in grey livery. The tractor contrasts with the rather antiquated single axle trailer.



Photo 10, by **Colin Smith**, added to LTSV on 01/10/2003.

Photographed at Acton soon after its delivery in 1990 was Mercedes 408D truck 2476M (G922ALM). Although listed as a demountable chassis cab, the dropside body with tail-lift pictured above does look rather permanent!



Photo 11, by **Colin Smith**, added to LTSV on 01/10/2003.

Seen at Acton in 1991 is 3784F (G264DFX), a Ford Transit van, painted in an emergency version of standard livery for use by the Signal and Electrical unit. This vehicle lasted three years from 2/90 to 2/93.



Photo 12, by **Kim Rennie**, added to LTSV on 01/10/2003.

This Ford Transit van is used by the Archive department and is unusual in carrying white livery and lettering for Transport for London. 5213F (Y654KNK) was new in 2001 and was photographed outside the Broadway offices in September 2003.



Photo 13, by **Kim Rennie**, added to LTSV on 01/10/2003.

Here is another view of Vauxhall Zafira 5318V (LK02KLJ). The vehicle is lettered as Edgware Road Duty Manager (Trains) Incident Response Car and was found outside the Broadway offices in October 2003. A better version of this picture was taken later (see photo 136).



Photo 14, by **Kim Rennie**, added to LTSV on 01/10/2003.

The vehicles operated by the Emergency Response unit are outstationed at strategically placed locations to enable rapid access to incidents on any part of the underground network. Seen at the small Camden depot in October 2003 is 2572M (T472JLD), one of the four Mercedes-Benz 814D box vans with crew cab and tail lift that were purchased in 1999. The livery is significantly modified to make the vehicles more conspicuous to other road users.



Photo 15, by **Kim Rennie**, added to LTSV on 01/10/2003.

Oh bollards! Parked up outside Leytonstone station is 5256F (VO51WCW), a Ford Focus 1.8LX estate car lettered for Metronet. It will be noted that the blue skirt of the livery does not continue around the front or rear of the vehicle. This vehicle originally carried LUL lettering as seen in photo 83 before the bollards were installed.



Photo 16, by **Kim Rennie**, added to LTSV on 01/10/2003.

A very fine view of one of Stratford Bus Station's resident Service Vehicles. This is 5300F (KE02YVM), a standard Ford Transit van new in 2002.



Photo 17, by **Kim Rennie**, added to LTSV on 01/10/2003.

British Transport Police vehicles which are dedicated to the London Underground have for some time been supplied and maintained by Central Distribution Services. However, these all carry standard police livery and fleetnumbers as seen here on a Land Rover and Volvo estate car outside the Broadway offices in October 2003. Details of these vehicles will not be included on this site.



Photo 18, by **Kim Rennie**, added to LTSV on 01/10/2003.

5067F (W484UMJ) is a fairly standard Ford Transit van, new in 2000 and being used here to deliver internal mail.

Photo 19, by **Kim Rennie**, added to LTSV on 01/10/2003.

The Emergency Response Unit was restocked in 1999 with 5 Volvo FL6 demountables and 4 Mercedes-Benz Vario O814 box trucks. The two types are represented here by 2570V (S270KRX) and 2574M (T474JLD). There are minor differences in the livery of these vehicles compared to the previous generation.

Photo 20, by **Kim Rennie**, added to LTSV on 01/10/2003.

The third generation of refuse trucks bought in recent years were a pair of ERF EC8s delivered in 1996. ERF had not previously supplied any service vehicles and these two carried numbers without suffixes, in this case 2557 (P966FKN). They were sold in September 2002.

Photo 21, by **Kim Rennie**, added to LTSV on 01/10/2003.

Flat-bed trucks are comparatively rare in the current fleet, trailers, dropsides and demountables being more common. Shown here is 2553M (N614FLA), a Mercedes-Benz flat-bed truck with crane. In the background is a flat trailer and the Leyland National bus which was used as a mobile shop by the London Transport museum.

Photo 22, by **Kim Rennie**, added to LTSV on 01/10/2003.

Purchased in February 1993 were four medium-sized articulated units, based on the Mercedes-Benz 1520. Shown here with a single axle, step-frame trailer is 2525M. The vehicle had recently been repainted and had not yet had the lettering re-applied.



Photo 23, by **Kim Rennie**, added to LTSV on 01/10/2003.

Another of the Mercedes-Benz 1520 articulated units bought in 1993 is 2526M (K480RLA). In this picture taken at Acton, it is coupled to a single-axle, dropside trailer numbered CT36.



Photo 24, by **Kim Rennie**, added to LTSV on 01/10/2003.

Demountables were first bought in 1990, initially on Mercedes-Benz 408D chassis, then on larger types such as this 814D numbered 2491M (H223FLB). Most demountable bodies carry numbers in a separate series, the one here being DB12, a dropside body with crew cab, built by Locomotors.



Photo 25, by **Kim Rennie**, added to LTSV on 01/10/2003.

Three Dodge refuse trucks bought in 1985 were replaced in 1990 by two, larger Mercedes-Benz 2421s. They are used to collect rubbish from Underground stations and depots. Seen resting at Acton is 2482M (H327FLH), which served until 1997, while its partner (2483M) lasted until 2000.



Photo 26, by **Kim Rennie**, added to LTSV on 01/10/2003.

Emergency Response Unit vehicles carry conspicuous liveries and are often outstationed at satellite bases to enable more rapid access to any incidents. Seen at the Vauxhall depot is 2495M, a Mercedes-Benz 814 demountable truck bought in 1990 and used until 1999.



Photo 27, by **Kim Rennie**, added to LTSV on 01/10/2003.

The five Volvo FL6 trucks bought for the Emergency Response Unit in 1998 carry demountable bodies, while the chassis also feature a tail lift. It is believed that the bodies (in this case DB4) are the same as those carried by the previous generation of Mercedes-Benz trucks. The vehicle shown here is 2566V (S266KRX).



Photo 28, by **Kim Rennie**, added to LTSV on 01/10/2003.

2478M (G924ALM) is the Mercedes-Benz 408D demountable that survived by virtue of being fitted with a car transporter body. As seen in this picture at Acton, no lettering is carried. Behind the vehicle is T70, a mini fuel tanker trailer.



Photo 29, by **Kim Rennie**, added to LTSV on 01/10/2003.

2542M (K119DCF) is a Mercedes-Benz 410D Dropside Truck, new in June 1993.



Photo 30, by **Kim Rennie**, added to LTSV on 01/10/2003.

Unique in the fleet was 4479 (N73DBP), the only Vauxhall Frontera 4x4 taken to date. The vehicle is seen here in the Acton Works car park off Bollo Lane. No suffix is carried.

Comment by *Kim Rennie* on 19/08/2007: This is thought to have been a predecessor of 5215LR and 6221F.



Photo 31, by **Kim Rennie**, added to LTSV on 01/10/2003.

The first mobile generator bought by CDS was this Mercedes-Benz 410D (2541M, K396RLR), taken into stock in 1993. Unlike later examples, the body does not carry fleet livery.

Comment by Thomas Young on 08/03/2009: I believe that the generator on this vehicle is DB19. What we do know is that DB19 was built by Petbow and entered stock on 8/6/93, and this just happens to be the same date as for 2541M. We also know that it remains in use with Tube Lines. 2541M was withdrawn 12/8/02, while 2584M was new on 16/8/02. Barely visible in this photo is a rib across the top of the generator, towards the rear. As can be seen in photo 2166, this feature distinguishes the generator on 2584M from those on similar 2562M and 2563M.

Photo 32, by **Kim Rennie**, added to LTSV on 01/10/2003.

Land Rovers have been used as service vehicles since 1963. Still recognisable as a descendant of those first vehicles is this example leased in 1994. 4401LR (L672NBH) is a 12-seat crewbus based on the Defender 110 model. Land Rovers seem prone to carrying non-standard liveries, and this is no exception, being all-over cream.

Photo 33, by **Kim Rennie**, added to LTSV on 01/10/2003.

Access to some of the sites owned by London Underground requires more sturdy vehicles than normal. A typical example is the Land Rover, of which small numbers have been taken since 1963. This example (4402LR, L673NBH of 1994) is a Defender 110 crewbus carrying all-over white livery.

Photo 34, by **Kim Rennie**, added to LTSV on 01/10/2003.

Another view of the Emergency Response Unit depot at Vauxhall finds a pair of interesting vehicles outside. On the left is 2530M (L87ULA), one of four Mercedes-Benz 410D box trucks with crew cabs and tail lifts bought new in 1993. These survived until 1999 when they were replaced by larger Mercedes-Benz Vario box trucks. On the right is 4913F (S590XNP), one of only 15 Ford Mondeo estate cars known to have been operated.



Photo 35, by **Kim Rennie**, added to LTSV on 01/10/2003.

Parked close to Camden Town station on the occasion of a tube train derailment in October 2003 was this Astra estate car, LN03WZG. Although no number was carried it was lettered for the Emergency Response Unit of the Tube Lines operation. It also carried the ERU striping and rear chevrons on its otherwise all silver bodywork. See the next photo for a rear view.



Photo 36, by **Kim Rennie**, added to LTSV on 01/10/2003.

Parked close to Camden Town station on the occasion of a tube train derailment in October 2003 was this Astra estate car, LN03WZG. Although no number was carried it was lettered for the Emergency Response Unit of the Tube Lines operation. It also carried the ERU striping and rear chevrons on its otherwise all silver bodywork. See the previous photo for a front view.



Photo 37, by **Kim Rennie**, added to LTSV on 01/10/2003.

Kim Rennie managed to catch this nice shot of Griffith House resident MAN truck 2579 late in 2003.



Photo 38, by **Kim Rennie**, added to LTSV on 01/10/2003.

Most of the 40-plus Volkswagen Transporter vans used as service vehicles were painted red for bus station support duties. An exception illustrated here is 4835V (R790TA) in standard LUL livery. Note that the V prefix is carried instead of the official VW one.



Photo 39, by **Kim Rennie**, added to LTSV on 01/10/2003.

Late 1990s articulated tractor units were based on the Mercedes-Benz Actros. Illustrated here at Acton is an Actros 1835 numbered 2561M (R963RBY), coupled to T51, a Tinsley curtainsided three-axle trailer in un-lettered white.



Photo 40, by **Kim Rennie**, added to LTSV on 01/10/2003.

The Mercedes-Benz Actros tractor units can appear to dwarf some of the smaller trailers, as in this view of 2561M (R963RBY) taken at Acton.



Photo 41, by **Kim Rennie**, added to LTSV on 01/10/2003.

2540M (K388RLR) is a Mercedes-Benz 1114 demountable truck delivered in 1993. In this view taken at Acton works, it has been fitted with a plain box body numbered DB9.



Photo 42, by **Kim Rennie**, added to LTSV on 01/10/2003.

Mercedes-Benz Actros flatbed 2571M (S946SLF) is often used for permanent way work, for which its Palfinger hydraulic crane is very useful. As such the truck is sometimes to be found at Lillie Bridge depot, as in this picture.



Photo 43, by **Kim Rennie**, added to LTSV on 01/10/2003.

A variety of Ford Transit vans are used in support of the underground. Seen here is 5225F (Y756KBH), a long-wheelbase, high-roofed type, with no lettering other than the fleetnumber.



Photo 44, by **Kim Rennie**, added to LTSV on 01/10/2003.

Seen at Camden Town station shortly after the derailment there in October 2003 is the LUL Emergency Control Unit, formed of Mercedes-Benz 814 demountable chassis 2488M (H219FLB) coupled to body DB7. Note that the body has its rear legs lowered to provide stability, and the rear-mounted sign, topped with a roundel, has been extended.



Photo 45, by **Kim Rennie**, added to LTSV on 01/10/2003.

Predictably, the Camden Town derailment of October 2003 was attended by the LUL Emergency Control Unit as well as a number of other Emergency Response Unit trucks. This view of 2488M (H219FLB) with its usual body (DB7) shows the extendable sign on the rear. This is topped with an illuminated roundel.



Photo 46, by **Kim Rennie**, added to LTSV on 01/10/2003.

ERU Mercedes-Benz 2572M is based at the small depot at Camden (see photo 14) so it did not have far to travel to attend the derailment at Camden Town station in October 2003.



Photo 47, by **Kim Rennie**, added to LTSV on 01/10/2003.

The October 2003 derailment at Camden Town station was serious enough to warrant the dispatch of at least two of the large ERU Volvo trucks, as well as a number of other vehicles. Leading the pair is 2566V (S266KRX).



Photo 48, by **Kim Rennie**, added to LTSV on 01/10/2003.

Transit dropside trucks have been very popular for the past few years, in various forms. This example (5124F Y729KBH) is less than typical as it does not feature a crew-cab, although it does have a tail-lift.



Photo 49, by **Kim Rennie**, added to LTSV on 01/10/2003.

Seen in the car park at Lillie Bridge depot is 5184F (Y669KBH), one of the handful of Ford Ranger 4x4 trucks. These are fitted with a crew cab and this example also sports a hard-top back. They perform tasks previously undertaken by Land Rovers, such as taking work gangs to more remote sites.

Photo 50, by **Kim Rennie**, added to LTSV on 01/10/2003.

Although a large number of Ford Focus estate cars have been taken into stock as service vehicles, most are painted red and allocated to bus support work. An exception is shown here at Lillie Bridge, being numbered 5316 (without suffix) and used by Metronet.

Photo 51, by **Kim Rennie**, added to LTSV on 01/10/2003.

Seen at Lillie Bridge when still new is standard Ford Transit van 5366F (KE52OCH). Note the fitting of roof bars for the carriage of oversized items.

Photo 52, by **Kim Rennie**, added to LTSV on 01/10/2003.

Two mobile generators were delivered in 1999, mounted on Mercedes-Benz 308 chassis-cabs. Kim Rennie photographed both of them at Lillie Bridge and shown here is 2562M (S982MLO). Note the radically redesigned cab compared to the otherwise similar vehicle delivered 5 years earlier (2541M – see photo 31).

Comment by *Thomas Young* on 25/05/2007: At least two of the three box trailers to be found at Lillie Bridge are visible in the background. Nearest is CBT46, identifiable by the Hi-Five moulding.

Photo 53, by **Kim Rennie**, added to LTSV on 01/10/2003.

Two mobile generators were delivered in 1999, mounted on Mercedes-Benz 308 chassis-cabs. Kim Rennie photographed both of them at Lillie Bridge and shown here is 2563M (R681WLX).



Photo 54, by **Kim Rennie**, added to LTSV on 01/10/2003.

For light duties, the current choice of vehicles includes the Ford Courier. This appears to be based on the Ford Fiesta and features an enlarged rear section with double doors. Seen visiting the 55 Broadway offices is 5263F (KF51GFJ). The new style registration numbers have caused confusion to enthusiasts as, for example, there are two SVs with plates KF51GHO and KH51GHO.



Photo 55, by **Kim Rennie**, added to LTSV on 01/10/2003.

Mercedes-Benz 1726 Articulated truck 2474M (G227YLT) is seen here at Acton Town. Points to note include the registration plate in the windscreen (which would be affixed to the trailer when in use), and the traces of red paint belying its earlier livery (see photo 430). Also, the aerodynamic fairing fitted to the cab roof on other occasions (see photo 56) has been removed.



Photo 56, by **Kim Rennie**, added to LTSV on 01/10/2003.

Mercedes-Benz 1726 Articulated truck 2474M (G227YLT) arrived in early 1990 carrying a non-standard red livery (see photo 430). It was soon repainted to LUL standard colours as seen here. Note that the aerodynamic fairing on the roof was not a permanent feature.



Photo 57, by **Kim Rennie**, added to LTSV on 01/10/2003.

Panel vans larger than Ford Transits have been very rare in the modern CDS fleet, the only example known being this Mercedes-Benz 609D van new in 1990. 2484M (G794BLM) was painted in standard colours and lettered for London Transport Distribution Services. A similar vehicle was used by bus company Centrewest. In the background of this shot taken at Acton Town are a pair of Vauxhall Movano vans apparently awaiting application of livery details.

Photo 58, by **Kim Rennie**, added to LTSV on 01/10/2003.

Five Mercedes-Benz 814 dropside trucks arrived in a red livery in 1990 for use by bus garages, although some were later used by LUL. This example (2487M H218FLB) was based at Walthamstow bus garage during 1991 then transferred to Acton. The shade of red appears to somewhat lighter than LT standard, and the cab-side lettering is black rather than the usual white. This picture also demonstrates that drop-sides really do drop! This truck was soon repainted to LUL white/blue and was still in stock at mid-2003.

Photo 59, by **Kim Rennie**, added to LTSV on 01/10/2003.

Despite appearances, this Mercedes-Benz 814 truck is in fact a demountable, as revealed by the support leg visible behind the rear wheel. Formerly in the Emergency fleet (see photo 6), it was returned to general use when newer vehicles arrived, and is pictured here with curtainsided body DB15. It has also been photographed carrying a drop-sided body (see photo 24), demonstrating the flexibility of the demountable concept.

Photo 60, by **Kim Rennie**, added to LTSV on 01/10/2003.

30 Ford Cargo trucks in a variety of formats were bought between 1982 and 1990, alongside Dodge and Bedford lorries. 9 later Cargo trucks are dual-badged Ford/Iveco Super Cargo versions, with a quite different cab design. One of the last of the original type to be taken was 2499F (H219FLM) which arrived in 1990 and served until July 2002. This picture taken at Lillie Bridge shows the crew-cab, drop-sides and tail lift.

Photo 61, by **Kim Rennie**, added to LTSV on 01/10/2003.

This Ford Transit van is not as ordinary as would seem. For a start it was purchased rather than leased (as was more normal for Transits). Numbered 2507F (K158PLY) its use was also interesting, being allocated to the Scientific Services department. New in 1993, it was photographed at Ruislip depot.



Photo 62, by **Kim Rennie**, added to LTSV on 01/10/2003.

Mercedes-Benz 1520 Articulated unit 2525M (K479RLA) was new in 1993 and is seen here coupled to step-frame trailer YT29. Alongside is trailer CMT53, which was originally used for uniform issue, replacing the last Ford D-series trucks in the fleet. Note that both trailers display their fleet numbers by use of registration plates.



Photo 63, by **Kim Rennie**, added to LTSV on 01/10/2003.

Another Mercedes-Benz 1520 articulated unit is 2528M (K478RLA) seen here coupled to drop-sided trailer CT33. These trailers were originally used with smaller Ford Cargo tractor units, hence the apparent height difference when used with Mercedes-Benz 1520 and Actros tractors.



Photo 64, by **Kim Rennie**, added to LTSV on 01/10/2003.

Ford Transits are usually leased rather than owned but there have been exceptions such as this one. 2548F (L339WLF) was bought in 1994 and is a drop-sided truck with the addition of mesh extensions. Known as caged-trucks, vehicles like this can be seen collecting bagged rubbish from underground stations. Note the lack of lettering.



Photo 65, by **Kim Rennie**, added to LTSV on 01/10/2003.

A rear view of the newest Mercedes-Benz 1520 articulated unit in the fleet (2552M M24DLN) coupled to a drop-sided trailer. The combination was photographed at Neasden.

Photo 66, by **Kim Rennie**, added to LTSV on 01/10/2003.

Photographed while still new was Mercedes-Benz Actros 1835 articulated truck 2559M (R961RBY). The trailer is T52, a 3-axle flatbed, which appears to have recently received a new wheel.

Photo 67, by **Kim Rennie**, added to LTSV on 01/10/2003.

While a number of Iveco Super Cargo trucks have been bought in recent years, there is only one example of the larger EuroTech type. 2565F (S504RLH), seen here at Acton, can be recognised by its higher roof-line.

Photo 68, by **Kim Rennie**, added to LTSV on 01/10/2003.

Ford Transit van 4256F (K785FWE) was originally assigned to Harrow and Wealdstone bus garage for engineering support in 1993. Several years later it was photographed at Acton awaiting return to its lessors. Other vehicles from the same batch passed to bus company South London.

Photo 69, by **Kim Rennie**, added to LTSV on 01/10/2003.

The Vauxhall Astramax van was a variant of the Astra van featuring a larger cargo compartment, and consequent stepped roof line. New in 1993, 4356B (L284CJX) was a 1.7D model, seen here at Neasden.



Photo 70, by **Kim Rennie**, added to LTSV on 01/10/2003.

Ford Transit minibuses have featured in the fleet for many years. This example seen at Lillie Bridge was numbered 4370F (L833LKW) and was used for 3 years from November 1993.



Photo 71, by **Kim Rennie**, added to LTSV on 01/10/2003.

Another standard Ford Transit van was 4398F (L619JEE), leased in 1994, lettered for London Underground Limited Uniform Clothing, and photographed at Acton.



Photo 72, by **Kim Rennie**, added to LTSV on 01/10/2003.

A longer wheelbase Ford Transit van, complete with roof racks for ladders, was 4419F (L947KBE). This 190 model was leased in 1994 and was lettered for the Signals and electrical contractors when photographed at Acton.



Photo 73, by **Kim Rennie**, added to LTSV on 01/10/2003.

As of mid-2005, about 800 Ford Transit vans have been leased by CDS since the numbering series for such vehicles was introduced in 1982, and this example photographed at Lillie Bridge is about as standard as they come! 4577F (N418PFU) was leased in 1995 and lettered for London Underground Limited UTS Contract and Maintenance. In the background can be seen two of the demountable bodies that feature small crew-cabs and drop-side rears.

Photo 74, by **Kim Rennie**, added to LTSV on 01/10/2003.

Ford Transit dropside trucks started to become popular in the 1990s and were firmly established by 1996 when this example arrived. 4684F (N128HLW) illustrates the drop-sides in use, as well as the crew-cab and tail-lift often specified. Pictured at Neasden depot in August 1999, the vehicle carries only a fleetnumber.

Photo 75, by **David Rowe**, added to LTSV on 01/10/2003.

Managers and other senior staff often make use of car-based service vehicles to travel between locations. Although some of these vehicles are un-numbered, this Ford Mondeo 1.8LX TD estate carries full LUL livery and the number 4833F (S351SNP). Only 16 Mondeos are known to have carried fleet numbers, the smaller Ford Focus being more common. Seen at Fulham in 1999.

Photo 76, by **Kim Rennie**, added to LTSV on 01/10/2003.

Similar to the earlier Astramax van (see photo 69), the Vauxhall Combo van married a car-like front end with an enlarged goods compartment. 4906B (S951UDT), photographed at Baker Street in May 2001 when about two years old, was an early example of the type, and was lettered for TrackForce. Later examples feature a larger windscreen and smoother roof profile (see photo 89).

Photo 77, by **Kim Rennie**, added to LTSV on 01/10/2003.

This picture taken at Acton works shows just a few of the varieties of Ford Transits that have been used as service vehicles. At the front is 4998F (V889GBH), a long-wheelbase Transit 190 dropside truck, with crew-cab and tail-lift, delivered in 1999. Behind it are a short wheelbase minibus, a long wheelbase crew van, a short wheelbase van, and a further crew van. For even more differences, look at the roof heights and wheel trims!



Photo 78, by **Kim Rennie**, added to LTSV on 01/10/2003.

The modern bus station at Eltham plays host to three typical bus support service vehicles of recent years. From left to right: 5084V (X529CBY), a Vauxhall Movano 2.8TDi van, new in 2000. 4877F (S399SNP), a Ford Fiesta 1.8LXD 5-door hatchback car, new in 1999. 5107V (W718YEB), a Vauxhall Astra 2.0Di estate car, new in 2000.



Photo 79, by **Kim Rennie**, added to LTSV on 01/10/2003.

Parked at Eltham bus station, this Vauxhall Astra (W718YEB) carries the number 5107 without a suffix, and is a 2.0Di 5-door estate new in 2000. Standard LBSL livery is carried.



Photo 80, by **Kim Rennie**, added to LTSV on 01/10/2003.

Photographed at Lillie Bridge in March 2003 was this pair of long-wheelbase Ford Transit minibuses. 5137F (X261GBH) and 5138F (X214GBH) both seat 15.



Photo 81, by **Kim Rennie**, added to LTSV on 01/10/2003.

Ford Focus estates are used in both red and white/blue liveries, although in the latter scheme the discontinuous blue skirt presents a somewhat messy appearance. 5141F (Y195KAB) is lettered for Trackforce and was photographed at Baker Street in May 2001 whilst still new.



Photo 82, by **Kim Rennie**, added to LTSV on 01/10/2003.

In recent years the service vehicle fleet has featured large numbers of standard types (such as Ford Transits and Vauxhall Astras) interspersed with some real oddities. Falling into the latter category is this van numbered 5160P (Y485VGJ), photographed at Acton works in June 2001. It is a Peugeot Expert 1.9TDI, new earlier that year and lettered for the Depot engineering support unit. Peugeot 504 pick-ups were briefly popular for bus engineering support work in the late 1980s and early 1990s, but this is one of just 5 Experts known to have been used in recent years, all in LUL livery.



Photo 83, by **Kim Rennie**, added to LTSV on 01/10/2003.

Ford Focus estate 5256F (VO51WCW) can often be found parked outside Leytonstone station in North East London. Seen here lettered for London Underground Limited Central Line, it later carried Metronet logos, as seen in photo 15.



Photo 84, by **Kim Rennie**, added to LTSV on 01/10/2003.

The revised Ford Transit introduced in 2000 is slightly more angular (compared to the 1995 model seen in photo 73 for example). 5265F (KF51GHX) was leased in late 2001 and is a standard, short wheelbase van, photographed at the Broadway head offices.



Photo 85, by **Kim Rennie**, added to LTSV on 01/10/2003.

Recent Ford Transit vans used for bus support have been long-wheelbase, high-roofed versions such as this (5301F KE02YSY). Although normally to be found at bus stations, 5301F was found parked in the taxi rank on Haymarket in central London.



Photo 86, by **Kim Rennie**, added to LTSV on 01/10/2003.

Another view of 5301F (KE02YSY) at Victoria bus station shows the standard LBSL livery carried.



Photo 87, by **Kim Rennie**, added to LTSV on 01/10/2003.

Photographed at Bow sub-station in July 2003 was 5324F (KE02YTG), a standard Ford Transit 280 van, carrying Metronet logos.



Photo 88, by **Kim Rennie**, added to LTSV on 01/10/2003.

Ford Transits can grow to be quite large! This is 5396F (KG02YJV), a long-wheelbase dropside truck with crew-cab and tail-lift, photographed at Chancery Lane station in January 2003. Note that, on the new range introduced in 2000, crew-cabs now feature full sized windows. Compare to the earlier model in photo 74.



Photo 89, by **Kim Rennie**, added to LTSV on 01/10/2003.

This new-style Vauxhall Combo van (5419V LK52JYV) was found outside Maxwell House, part of the Acton / Ealing Common complex, which is in fact adjacent to the LT Museum store. Compared to earlier versions (such as 4906B - see photo 76), a much smoother profile is presented.



Photo 90, by **Kim Rennie**, added to LTSV on 01/10/2003.

The reason why some service vehicles are not numbered is unclear. Could it be that numbers are allocated but just not applied in certain cases (this could account for some of the gaps in the number series). Pictured here is one of the mystery vehicles. W217XEB is a Vauxhall Astra hatchback car in all-white livery and lettered for London Underground Limited, Signal, electrical and communication services. Photographed at Acton in June 2001.



Photo 91, by **Kim Rennie**, added to LTSV on 01/10/2003.

A pair of ERF EC8 dustcarts were bought in 1996 and numbered 2557 and 2558 without suffixes. During 2002 these were replaced by Mercedes Econic vehicles and disposed of. Former 2557 (P966FKN) was photographed in central London in the employ of RTS Waste Disposal in 2003.



Photo 92, by **Graham Young**, added to LTSV on 01/10/2003.

This is Leyland Cruiser prime mover 2389L (NYR389Y) at the Chiswick and Acton works open day back in July 1983. The livery for large vehicles then was all over grey with London Transport lettering. A number of Service Vehicles were present that day but this is the only one my dad took a decent picture of! And the chap in the check-shirt and paper hat? That'll be me!



Photo 93, by **Graham Young**, added to LTSV on 01/10/2003.

At a Chiswick Works open day in the early 1980s, an RMC trainer bus hits the skid pan. In the background can be seen one of the well-known Ford uniform issue vans. These lasted until about 1993.



Photo 94, by **Graham Young**, added to LTSV on 01/10/2003.

Not a brilliant photograph but quite interesting. Taken at the 1985 Chiswick works open day, it shows a green RMC trainer bus accelerating towards the skid pan while giving demonstration rides. In the background is a line up of three typical service vehicles of the time.

From left to right they are:

2264F (FYE264V), a Ford D1110 tipper truck, and one of the last D-series vehicles taken into stock.

2267B (GUV267W), a Bedford TL1260 dropside lorry.

2376D (NYS376Y), a Dodge G1085 dropside lorry with crew cab.

Comment by *Thomas Young* on 07/10/2007: I seem to have lost both the print and the scan of this picture, which is a shame as someone has asked for the identity of the RMC! According to my London Bus Handbooks, the following RMCs were still green in 1985. 1459, 1473, 1477, 1480, 1491, 1499, 1508 & 1516. Does anyone have notes or pictures that can confirm it?

Comment by *Brian J Elvidge* on 11/10/2007: The registration number of the RMC is just readable in this view to me this reads 473 CLT, which would be RMC 1473 which was Green. The bonnet number too is just readable and appears to confirm this view. Can anyone else confirm this?



Photo 95, by **Thomas Young**, added to LTSV on 01/10/2003.

In the early 1990s, the London Buses operation was gearing up for privatisation by dividing itself into increasingly autonomous units. Leaside Buses was one of these, and they inherited one of the last batch of bus breakdown tenders bought by London Transport. The picture shows 2416L (although this number was, by then, not carried), a Leyland Freighter, at the Wood Green bus garage open day held on 26th September 1992. This vehicle and its brothers originally ran on trade plates and the registration number shown (B732XJD) was applied later.

The livery has been adapted by the addition of Leaside Buses names and logo, plus what appears to be a large Mini Mouse!



Photo 96, by **Thomas Young**, added to LTSV on 01/10/2003.

Mercedes-Benz 814D Dustcart 2556M (N930HLT) waits to receive bags of rubbish from Swiss Cottage underground station on 19th July 2003, the first day that I set out to photograph service vehicles.

This vehicle wears standard livery with the Tube Lines logo.



Photo 97, by **Thomas Young**, added to LTSV on 01/10/2003.

An unusual vehicle seen at Edgware Road Station on 19th July 2003 is this Mercedes Sprinter van, numbered 5400 (LT02XML). This is the first Mercedes vehicle in the leased series, although no prefix is carried. The livery is underground standard with the addition of the red and blue chevrons of the Emergency Response Unit. Metronet is the branding of one of the new infrastructure maintenance units. A point of interest is that the registration number of this vehicle is in series with a batch of Mercedes 311 minibuses supplied to London's Dial-a-Ride operations, which came under the control of Transport for London recently.



Photo 98, by **Thomas Young**, added to LTSV on 01/10/2003.

One of the more common types in the present fleet is the Ford Transit drop-side. This one (5250F Y914MRO photographed at Edgware Road Station on 19th July 2003) is branded for Metronet and has a crew-cab, while the example in the background also has a tail-lift. Note that vehicles with separate bodywork have this painted all blue (in the case of low-sided vehicles) or all-white (on vans).

Comment by *Thomas Young* on 05/09/2007: The tow-a-van trailer in the background is CBT55.



Photo 99, by **Thomas Young**, added to LTSV on 01/10/2003.

Another workhorse of the fleet is the standard Ford Transit van. This example (5221F, Y761KBH seen at Edgware Road Station on 19th July 2003) does not carry its fleet number, but has received Metronet branding.



Photo 100, by **Thomas Young**, added to LTSV on 01/10/2003.

Another picture taken at Edgware Road Station on 19th July 2003, and again something new! 5318V (LK02KLJ) is a Vauxhall Zafira and features additional emergency-vehicle-style striping on standard livery, plus a roof mounted light bar.



Photo 101, by **Thomas Young**, added to LTSV on 01/10/2003.

Stratford Bus Station on 19th July 2003, with 8 Service Vehicles present. Most larger Bus Stations have one or two vehicles allocated for use by Inspectors and Route Controllers. Stratford however seems to warrant a higher number of these than anywhere else. The vehicles all wear standard London Buses branded red and comprise 3 Vauxhall Movano vans, 1 Ford Transit van, 3 Ford Focus Estate cars and a single Vauxhall Astra estate. Note that the larger vans have additional yellow chevrons on their back doors.



Photo 102, by **Thomas Young**, added to LTSV on 01/10/2003.

Several types of van have been used to support the bus network including Ford Transits, VW Transporters, Renault Masters and, as seen here at Stratford Bus Station on 19th July 2003, Vauxhall Movanos. 5085V (X567CBY) and 5083V (X568CBY) are typical in that they feature roof-mounted light bars and broken orange striping on their standard London Buses branded red livery.



Photo 103, by **Thomas Young**, added to LTSV on 01/10/2003.
Stratford Bus Station on 19th July 2003, with a line-up of 3 cars sandwiched between two Vauxhall Movanos. From left to right these are 5106V (W236XEB), a Vauxhall Astra estate, 5290F (VK51YYB), a Ford Focus estate, and 5293F (VE51FLK), another Ford Focus estate, although of a slightly different model.



Photo 104, by **Thomas Young**, added to LTSV on 01/10/2003.
Acton Town yard, viewed from a District Line train (with slightly dirty windows!) on 3rd August 2003. This line-up of 22 vehicles, with more behind, represents almost half of the owned fleet. Nearest the camera are 2535F (K273RLO), a Ford Iveco Cargo Dropside lorry with crew cab, LS334 (AYR334T), a Leyland National bus converted to a Museum exhibition vehicle, and 1282F (580EYU), a Ford Thames box truck dating from 1963 and now preserved. Also visible is one of the 'Tow-a-Van' box trailers.



Photo 105, by **Thomas Young**, added to LTSV on 01/10/2003.
Acton Town yard, viewed from a District Line train on 3rd August 2003. From right to left:
- 2578M (LT02XPF). A new Mercedes-Benz Actros 8 wheel tipper with crane.
- 2556M (N930HLT). A Mercedes-Benz 814 Dustcart.
- 2571M (S946SLF), a Mercedes-Benz Actros Flatbed lorry with crane.
- W714PHP (Registration unconfirmed), a hired Dennis Elite dustcart.
- Various Mercedes-Benz and Ford lorries



Photo 106, by **Thomas Young**, added to LTSV on 01/10/2003.
Acton Town yard again, viewed from a District Line train on 3rd August 2003. The Mercedes-Benz and Iveco trucks seen here are typical of the owned fleet, examples of flatbeds and demountables being visible. Towards the left is one of the Mercedes-Benz Econic dustcarts.



Photo 107, by **Thomas Young**, added to LTSV on 01/10/2003.

Acton Town yard, viewed from a District Line train on 3rd August 2003. A typical selection of heavy trucks on view at Acton, comprising two Mercedes-Benz and three Iveco/Fords. The flatbed on the right is the sole example of an Iveco EuroTech lorry. The other two are the more common Cargo series.



Photo 108, by **Thomas Young**, added to LTSV on 01/10/2003.

Seen lurking at the back of the yard at Acton Town on 3rd August 2003 is 2478M (G924ALM). This Mercedes-Benz 408D was one of five demountable chassis cab units bought in 1990. While the others have been sold, 2478M survives and has been fitted with a car transporter body, presumably to rescue smaller service vehicles.



Photo 109, by **Thomas Young**, added to LTSV on 01/10/2003.

This Ford Transit Minibus (5077F, W421UMJ) was found sitting round the corner from Finchley Road tube station on a hot Sunday in August 2003. A fairly typical vehicle, it is notable for having bus-style legal lettering on the offside door, and Tube Lines logos.



Photo 110, by **Thomas Young**, added to LTSV on 01/10/2003.

Another view of Ford Transit Minibus 5077F (W421UMJ) at Finchley Road station on 3rd August 2003.



Photo 111, by **Thomas Young**, added to LTSV on 01/10/2003.

39 years and 1300 fleetnumbers separate these two vehicles seen in the yard at Acton on 9th August 2003. On the left is Mercedes-Benz Econic dustcart 2582M (LT02XLL) new in 2002, while on the right is preserved 1282F (580EYU), a Thames Trader Breakdown Tender new in 1963. Note that the latter actually wore red livery during its active life with LT.



Photo 112, by **Thomas Young**, added to LTSV on 01/10/2003.

A pair of Mercedes-Benz tractor units in the yard at Acton Town on 9th August 2003. On the left is 2560M (R962RBY), an Actros 1835LS new in 1998. On the right is 2551M (M25DLN), the only 3-axle tractor in the fleet. A selection of trailers can be seen in the background.



Photo 113, by **Thomas Young**, added to LTSV on 01/10/2003.

Parked beside Telstar House at Paddington on 9th August 2003 is 2488M (H219FLB), a Mercedes 814 demountable. This vehicle is semi-permanently fitted with body number DB7, the Emergency Control Unit, which has been named Jim Winters MBE.



Photo 114, by **Thomas Young**, added to LTSV on 01/10/2003.

Not my best picture! This is N971K GK at Paddington Station, in use by Metroline as a crew ferry vehicle. This Peugeot car was bought new by Metroline's predecessor, MTL London. 9th August 2003.



Photo 115, by **Thomas Young**, added to LTSV on 01/10/2003.

A trio of Transit vans at Aldgate Bus Station, each one different. To the left is 5040F (X188GBH) which acts as a control unit and information office. 5339F (KE02YSM) is a standard high-roof van, while silver Y285EOB was acquired in May 2001 but carries neither a fleetnumber nor standard livery. 9th August 2003.



Photo 116, by **Thomas Young**, added to LTSV on 01/10/2003.

Two for the price of one at Aldgate bus station on 9th August 2003! Nearest the camera is the sole Volkswagen LT-series in the fleet at the time, 5281 (RJ51NWY). Behind, with even less lettering, is one of the few Ford Tourneos. These are basically Ford Transit minibuses with colour-keyed bumpers and one-piece rear doors. Although not carried, this vehicle is numbered 5020F (T174TPP).



Photo 117, by **Thomas Young**, added to LTSV on 01/10/2003.

This truck is perennially parked inside Griffith House near Edgware Road station but the doors are usually shut, so I was lucky to catch it nosing into the sunshine on 11th August 2003. Unique in the fleet, 2579 (RO02OJD) is a MAN LE-series dropside lorry with crane.



Photo 118, by **Thomas Young**, added to LTSV on 01/10/2003.

Found renewing a bus stop timetable frame on Oxford Street on 25th August 2003 was this long wheelbase Ford Transit van. Registered LL02YCN, this vehicle belonged to contractor Trueform and carried London Buses roundels but no other lettering. This was the weekend when bus services in central London stopped taking cash fares, as the yellow-backed numbers on the bus stop flag advertise.



Photo 119, by **Thomas Young**, added to LTSV on 01/10/2003.

This pair of LBSL vans seen at Victoria Bus Station on 25th August 2003 are High-Roof Ford Transits. Numbers are 5301F (KE02YSY) and 5340F (KE02YVK).



Photo 120, by **Thomas Young**, added to LTSV on 01/10/2003.

Seen on the entrance road to Acton Museum Store on 5th October 2003 is 5481V (LK52JZM), a long wheelbase Vauxhall Movano van. As the livery suggests, this vehicle is operated by the museum itself, and it can be seen visiting many enthusiast events, carrying the museum's sales stand and stock.



Photo 121, by **Thomas Young**, added to LTSV on 01/10/2003.

Another vehicle seen on my visit to the London Transport Museum store at Acton on 5th October 2003 was this Ford Escort van. Numbered 5356F (KE02YUV), it carries the Tube Lines logo and lettering on both the body and the door.



Photo 122, by **Thomas Young**, added to LTSV on 01/10/2003.

Having accidentally deleted some nice pictures I took of this vehicle in the sun at Fulwell bus garage open day, I was pleased to find 1936-vintage AEC tower wagon 89Q (DGJ181) inside the museum at Acton on 5th October 2003. My cheap digital camera could hardly cope with the lighting levels and the parking was not ideal but...

Parked alongside was a Ransome & Rapier crane in red livery carrying the number 22/1171. Any ideas?



Photo 123, by **Thomas Young**, added to LTSV on 01/10/2003.

On my way back from Acton on 5th October 2003 I stopped at Kingston and found this Volkswagen Transporter van in Cromwell Road bus station. 4942VW (T248CCK) is one of 11 supplied for bus support duties in 1999. The length of the skirt panel between the sliding door and the rear wheelarch identifies this as one of the 6 long-wheelbased examples.



Photo 124, by **Kim Rennie (Top) & Thomas Young**, added to LTSV on 01/10/2003.

Two Ford Focus estate cars seen on different occasions at Uxbridge bus station. Apart from the reversed positions, and the lighting, the difference between these two shots is that in the upper view, detachable light-bars have been fitted. The cars are 1.8LX TDi models numbered 5292F (VE51FKW) and 5295F (VE51FKX).



Photo 125, by **Thomas Young**, added to LTSV on 01/10/2003.

Another bus station, another Vauxhall Movano! This is 5086V (X562CBY) at Uxbridge on 18th October 2003.



Photo 126, by **Thomas Young**, added to LTSV on 01/10/2003.

One of two Ford Focus estate cars resident at Uxbridge bus station. 5292F (VE51FKW) is a 1.8LX TDi model whilst alongside was identical 5295F (VE51FKX). 18th October 2003.



Photo 127, by **Kim Rennie**, added to LTSV on 12/11/2003.

Another view of Mercedes-Benz 408D demountable 2478M (G924ALM) taken at Lillie Bridge shows that it seems to be regularly used with T70, the mini fuel tanker trailer.



Photo 128, by **Gerry Mullett**, added to LTSV on 12/11/2003.

Parked outside Ashfield House at Lillie Bridge, the Emergency Control Unit 2488M (H219FLB) is set-up as if for operation. Points to note are the access door with detachable steps, rear body legs in the lowered position, and the rear-mounted telescopic sign. The latter may double as an aerial, or as a rendezvous point during emergencies.



Photo 129, by **Gerry Mullett**, added to LTSV on 12/11/2003.

2488M (H219FLB) is a demountable Mercedes-Benz 814 which is coupled with body DB7 to form the Emergency Control Unit. In this view taken at Ashfield House near Lillie Bridge, points of interest include the roof mounted lights, enquiries window, and removable steps. Another set of steps can be seen stowed on the front of the body.



Photo 130, by **Kim Rennie**, added to LTSV on 12/11/2003.

The Volvo demountable trucks used by the Emergency Response Unit carry the same bodies as were used with the previous generation of Mercedes-Benz trucks. In this view of 2570V (S270KRX), note the recessed roller door at the rear of the body, the tail-lift stowed underneath, and the fact that the body has been repainted to match the lorry.



Photo 131, by **Kim Rennie**, added to LTSV on 12/11/2003.

The Mercedes-Benz Actros tractor units can sometimes be seen at Lillie Bridge, being used to move pieces of trackwork or signals. This is 2561M (R963RBY).



Photo 132, by **Kim Rennie**, added to LTSV on 12/11/2003.

Another truck sometimes used to transport trackwork to and from Lillie Bridge is Mercedes-Benz Actros flatbed 2571M (S946SLF), as seen here.



Photo 133, by **Kim Rennie**, added to LTSV on 12/11/2003.

Estate cars are used for a variety of purposes and are usually either of Ford (Escort, Mondeo and Focus) or Vauxhall (Astra) makes. Seen here is a Vauxhall Astra 1.6LS numbered 5114V (X398DLF), although this number is not carried on the offside. The picture was taken at Lillie Bridge, and the vehicle has acquired Metronet logos.



Photo 134, by **Kim Rennie**, added to LTSV on 12/11/2003.

Ford Transit dropside vans at Lillie Bridge, led by 5124F (Y729KBH) which is unusual in not featuring a crew-cab. Another picture of this vehicle can be found here. The two vehicles behind are newer but carried no lettering. They also lacked the blue skirt to the cab and they may not be permanent members of the fleet.



Photo 135, by **Kim Rennie**, added to LTSV on 12/11/2003.

Some service vehicles still carry plain white livery, while a more recent variation is the use of some silver Ford Transit vans. Seen at Lillie Bridge with Metronet logos is white Ford Focus 1.8LX estate car 5277F (OV51PZK).



Photo 136, by **Kim Rennie**, added to LTSV on 12/11/2003.

Vauxhall Zafira 5318V (LK02KLJ) acts as the Edgware Road Duty Manager (Trains) Incident Response Car, and carries a version of the ERU livery. It was found parked outside the 55 Broadway offices.



Photo 137, by **Kim Rennie**, added to LTSV on 12/11/2003.

Parked near Liverpool Street station is this fairly standard Ford Transit van with Tube Lines logos. 5468F (KJ03DWY) was new in 2003.



Photo 138, by **Kim Rennie**, added to LTSV on 12/11/2003.

Similar in concept to earlier 2548F (see photo 64), this Ford Transit caged truck is most likely used to collect bagged rubbish. 5474F (KJ03DXA) was photographed at Pinner in 2003.



Photo 139, by **Kim Rennie**, added to LTSV on 12/11/2003.

Found at Lillie Bridge in late-2003 was this Ford Transit dropside truck with crew-cab and no lettering other than fleetnumber 5476F (KJ53UOF).



Photo 140, by **Kim Rennie**, added to LTSV on 12/11/2003.

An unexpected find at Lillie Bridge in late-2003 was this Iveco Daily dropside truck with crew-cab. Numbered 55051 (KE03KFG), it represents the first use of the I suffix since two Ducato vans leased in the mid-1980s.



Photo 141, by **Kim Rennie**, added to LTSV on 12/11/2003.

2490M (H221FLB) is the only Mercedes-Benz 814 box truck in the fleet, although demountables can carry similar bodies. It was new in 1990 with a red cab and white body, but had been repainted to LUL standard colours by the time this picture was taken at Acton.



Photo 142, by **Kim Rennie**, added to LTSV on 12/11/2003.

Seen inside Neasden depot being loaded with wheels is Ford/Iveco Super Cargo dropside lorry 2522F (K221RLO).



Photo 143, by **Kim Rennie**, added to LTSV on 12/11/2003.

For some time in the 1990s, bus support vehicles were painted white with appropriate lettering. This is seen in this shot of Volkswagen Transporter van 4310V (K664YOL) at Victoria.



Photo 144, by **Kim Rennie**, added to LTSV on 12/11/2003.

A bright livery similar to that used for bus station support vehicles is seen here carried by 5017F (T745MPP), one of several minibuses used by the Passenger Data department.



Photo 145, by **Kim Rennie**, added to LTSV on 12/11/2003.

This Ford Transit van (4687F N289KCL) was used as a mobile control and information centre when new in 1996. Later replaced by newer 5040F, it retained its white livery and was used as a standard van, as seen here at Aldgate.



Photo 146, by **Kim Rennie**, added to LTSV on 12/11/2003.

M637MUV was new in April 1995 and later allocated the number 4796B, although this was not carried. Used in the bus station support role, it was photographed at Harrow bus station.



Photo 147, by **Colin Lloyd**, added to LTSV on 01/12/2003.

Before the adoption of the familiar white and blue livery in 1990, a number of vehicles appeared in all-over blue. Shown here is Ford Transit van 3736F (F171WRU) at Acton works. It was delivered in July 1989, allocated to the Lifts and Escalators department based at Griffith House, Edgware road, and withdrawn just over three years later. Note the large roof rack.



Photo 148, by **Colin Lloyd**, added to LTSV on 01/12/2003.

Although partly obscured by the open door, this Ford Transit van is lettered for TDI, which was the division of London Transport responsible for the posting of commercial advertisements on buses, trains and at stations. It was later sold into the private sector and after various takeovers became part of the Viacom group. This picture taken at Romford of 4339F (L807HFU) may post-date the privatisation, as the door label appears to read working on behalf of London Transport Buses. It was not unusual for such vehicles to continue to display their fleetnumbers under their new ownership.

Photo 149, by **Colin Lloyd**, added to LTSV on 01/12/2003.

A batch of four Mercedes-Benz 814D dropside trucks (plus one box truck) received in 1990 were delivered in red livery, and were allocated mainly to the bus operations. 2486M (H217FLB) was one of these and was based at Fulwell bus garage, close to which this picture was taken. Fulwell became part of the London United company, and their crest is carried on the offside door.

Photo 150, by **Colin Lloyd**, added to LTSV on 01/12/2003.

Ford Transit van 3393F (D9180OB) carried a somewhat non-standard livery as this picture shows.

Photo 151, by **Colin Lloyd**, added to LTSV on 01/12/2003.

The Ford P100 pick-up was briefly popular as an engineering run-about for the bus operations. The model featured the cab and bonnet of contemporary Ford cars, first the Cortina then, as seen here, the Sierra. 3893F (G659JOB) was one of three received in May 1990 and allocated to bus garages in South East London, in this case Catford.

Photo 152, by **Colin Lloyd**, added to LTSV on 01/12/2003.

After using Ford Escort estates for some years, the annual intake of inspector's cars was supplied by Vauxhall from about 1981. These were Chevettes until 1984, then Astras. The latter featured as both estates and vans, and most carried the familiar roof-mounted roundels. 3268B (A441SCR) was pictured at Victoria station near the end of its two year life in 1986. Note that Astras built as vans were classed as commercial vehicles and therefore carried the Bedford name.

Photo 153, by **Colin Lloyd**, added to LTSV on 01/12/2003.

Car design went through quite an angular phase in the late 70s and early 80s. Seen here at the Waterloo bus parking area is Ford Escort estate 3291F (B187OHA), delivered in 1984 and lettered for the catering department. This location was later re-developed as a base for the Red Arrow buses, and now houses a fleet of 31 Mercedes-Benz artics.

Photo 154, by **Colin Lloyd**, added to LTSV on 01/12/2003.

Although delivered in 1977 as a van, this Ford A0609 was later converted into a Communications Vehicle for use during major incidents (a role later performed by Mercedes-Benz truck 2488M – see photo 155). The Ford A-series used some parts from the smaller Transit range but never achieved volume sales and was only built between 1973 and 1983.

Comment by *Derek Everson* on 04/01/2012: I'm sure I have a picture of one of these in the preservation era. I used to see it regularly at the Showbus event where it was parked alongside a stall selling bits and pieces of London Transport buses etc.

Photo 155, by **Colin Lloyd**, added to LTSV on 01/12/2003.

Mercedes-Benz 814 demountable 2488M (H219FLB) is seen when new at Acton. With body DB7, this formed the new communications unit and can often be seen attending incidents and events.



Photo 156, by **Colin Lloyd**, added to LTSV on 01/12/2003.

2415L is a Leyland Freighter bus recovery truck delivered in 1984. It initially ran on trade plates but was later allocated the permanent mark B731XJD. It was also rebuilt with hydraulic lifting equipment and fitted with revised side lockers, although the latter differ from other similar vehicles (see photo 95). 2415L was allocated to Merton and was later sold with the rest of the London General operation. It was re-registered to VLT46 in 2001.



Photo 157, by **Colin Lloyd**, added to LTSV on 01/12/2003.

This Leyland Freighter recovery truck was delivered in 1982 and spent most of its life based at Cricklewood bus garage in North West London. In 1991 it was reallocated to Acton works and repainted from red to the LUL standard white and blue livery. It was also given the incorrect number of 2372M instead of 2372L. While similar vehicles had their twin jibs replaced with hydraulic lifting gear suitable for recovering buses, this example appears to have a single jib fitted and was presumably used to rescue broken down service vehicles.



Photo 158, by **Colin Lloyd**, added to LTSV on 01/12/2003.

Seen at Acton works, this Freight Rover 350SL van was fitted with a tow-bar to enable it to rescue small road vehicles. Numbered 2422L, it was one of the first owned vehicles delivered without a matching registration number (B561YYN).

Photo 159, by **David Rowe**, added to LTSV on 01/12/2003.

The Docklands Light Railway initially operated under the auspices of London Transport, and it was allocated its own service vehicles from the main CDS fleet. At least some of these carried the livery of the trains themselves, namely blue with a red band, edged in white, and extended over the doors. Shown here at Crosssharbour is 3337F (C690NTV), a Ford Transit minibus delivered in 1986. The DLR operations were later separated and no longer use CDS vehicles.

Photo 160, by **David Rowe**, added to LTSV on 01/12/2003.

Ford Escort vans have been used for lighter duties for many years. Shown here in the unlikely surroundings of Dorking bus garage (which ceased to be part of London Transport in 1970) is 3232F (A919WTL), lettered for the Ticket Machine Works. Behind the van is an ex-Glasgow, Alexander-bodied Leyland Atlantean, by then owned by London Country South West.

Photo 161, by **David Rowe**, added to LTSV on 01/12/2003.

The Ford Cargo range replaced the D-series and was similarly used as the basis for a variety of service vehicles. Shown here at Acton is 2444F (C491WLW), a Cargo 1913 articulated unit, delivered in 1986. It is carrying the short-lived Distribution Services livery of grey with two narrow stripes, and is coupled to one of the Crane Fruehauf trailers which were later used with Mercedes-Benz 1520 (see photo 63) and Actros (see photo 40) tractor units.

Photo 162, by **David Rowe**, added to LTSV on 01/12/2003.

Photographed at Acton works in 1990 is Leyland Freighter 1613 Dropside Lorry 2395L (A395SJD). This truck was delivered in 1983 and featured a hydraulic crane (note the stowed stabiliser behind the front wheel).

Photo 163, by **David Rowe**, added to LTSV on 01/12/2003.

After relying on the Ford D-series for many years, a period of multi-sourcing began in the early 1980s. This saw Bedford, Dodge and Leyland trucks join the fleet and shown here at Chiswick works is one of the Dodges. 2314D (CGT314X) was a G1085 dropside lorry with crew-cab and tail-lift which was used from 1981 until 1991. In this view it is carrying the standard grey livery enhanced with stripes and roundels.

Photo 164, by **David Rowe**, added to LTSV on 01/12/2003.

Bedford TL trucks were briefly popular in the early 1980s, and 17 were delivered in a variety of formats. Shown here at Chiswick on 13th August 1988 is 2300B, a TL1930 articulated unit dating from 1981, coupled to a single-axle, dropside trailer loaded with train wheels.

Photo 165, by **David Rowe**, added to LTSV on 01/12/2003.

Ford P100 pick-ups were used mainly as bus engineering support vehicles, although just 23 were taken between 1984 and 1993. Shown here at Walthamstow is one of the earlier models, resembling a Ford Cortina, and fitted with a hard-top cover to the rear section. 3241F (A943WTL) was lettered for the Plant Engineer Railways and was used from 1984 until 1989.



Photo 166, by **David Rowe**, added to LTSV on 01/12/2003.

The Bedford Midi van was never very common as a service vehicle, with just 13 examples being operated. Later arrivals were branded Vauxhall as seen on 4288B which was leased in 1993. Photographed at Ruislip LUL depot, it unusually carries a large Underground roundel, and is fitted with bull-bars on the front.



Photo 167, by **David Rowe**, added to LTSV on 01/12/2003.

One of the largest members of the current fleet is this Mercedes-Benz Actros 4-axle tipper truck, delivered in 2002. 2578M (LT02XPF) is fitted with a hydraulic grab (seen here extended) and replaced a smaller Mercedes-Benz tipper (2538M – see photo 206).



Photo 168, by **David Rowe**, added to LTSV on 01/12/2003.

Parked in Hammersmith bus station is Ford Escort van 4593F (P840MLB). Leased in 1996, this carried an orange light on its roof, unusual for this type.

Comment by *Richard Jones* on 30/04/2013: This vehicle was a Passenger Data operated vehicle at London Buses, despite the blue skirt. The orange light was fitted as the vehicle was used frequently to affix survey plates to bus stops.



Photo 169, by **David Rowe**, added to LTSV on 01/12/2003.

This Vauxhall Astra estate photographed at Victoria station was allocated the number 4795B but this was not carried externally.



Photo 170, by **David Rowe**, added to LTSV on 01/12/2003.

Trailers have been used for some strange duties over the years, including serving as mobile canteens and uniform issue units. This small, roller-sided trailer was numbered T49 and, when photographed at Rickmansworth in 2001, was serving as a Child Safety Demonstration Unit. The registration plate shows that it had reached the location behind Mercedes-Benz 410D curtainsiders trucks 2510M (K461RLA) – see photo 275.

Comment by *Thomas Young* on 25/05/2007: So, we know this is not T64. Could it be T49?

Comment by *Thomas Young* on 05/09/2011: I am fairly sure this is T49 before it was rebuilt.



Photo 171, by **Jim Wright**, added to LTSV on 01/12/2003.

This picture of Ford Transit van 2299F (GUV299W) dating from 1980 shows how much has changed in the last 30-odd years, and yet how some things remain. Ford Transits are still being acquired today, and the numbering sequence is still in use. On the other hand, the registration number series has been reversed then totally re-cast, the Ford Transit has got bigger and sleeker, the livery has changed from dull grey to bright white and blue, and London Transport as an organisation no longer exists.



Photo 172, by **Jim Wright**, added to LTSV on 01/12/2003.

One of the rarest types of service vehicle was also one of the most inconspicuous. Hardly standing out against dozens of similar Ford Escort estates, just five Morris Marina estates have been operated. Apparently tougher than the competition, at least two carried tangerine livery, while this red example (1997M OJD997R, photographed in the snow at Neasden depot) appears to have very knobbly tyres!



Photo 173, by **Jim Wright**, added to LTSV on 01/12/2003.

The classic service vehicle of the 1970s would have to be the Ford D-series trucks. Seen here at Neasden is 1945F (KJD945P), a pole carrier with HIAB crane, new in 1976.



Photo 174, by **Jim Wright**, added to LTSV on 01/12/2003.

Ford DA1610 articulated unit 1668F (JGF464K) was new in 1972 and was fitted with a HIAB crane. Note the use of registration number sequences also used for buses on this and contemporary vehicles. The JGF/K range was also seen on DMS and SMS classes of bus.



Photo 175, by **Jim Wright**, added to LTSV on 01/12/2003.

1665F (EGN741J) was delivered in 1971 and was a standard Ford D600 articulated unit. It is seen here at Chiswick works coupled trailer K1 with its curious crew shelter and tail ramp.



Photo 176, by **Jim Wright**, added to LTSV on 01/12/2003.

After making use of converted buses for many years, the role of rescuing broken down buses was later performed by trucks such as this. 1991F was a Ford D1110 open truck with towing equipment new in 1976, and seen here attending to a DMS class bus. These vehicles ran on trade plates throughout their life and were replaced by Leyland Freighter recovery trucks in the mid-1980s. 1991F was allocated to Tottenham bus garage in 1984 and withdrawn shortly afterwards.



Photo 177, by **Jim Wright**, added to LTSV on 01/12/2003.

1784F (JGF641K) was a Ford D400 Catering Van delivered in 1972. Vans such as this were used to supply the many canteens located at railway depots and bus garages, although this picture was taken at Brent Cross bus station. The livery includes an unpainted aluminium body, typical of most catering vans. The rear of similar 1585F is visible in photo 179.

Photo 178, by **Jim Wright**, added to LTSV on 01/12/2003.

From 1974 an effort was made to match registration numbers to fleet numbers, although this was not always achieved. KJD925P was in fact used on 1881F, a Ford D1010 Cable-Drum Carrier, with crew-cab and ramped tail.

Photo 179, by **Jim Wright**, added to LTSV on 01/12/2003.

Crowded in with Ford D trucks and buses in the yard at Chiswick is 1404KG (AML798H), the only vehicle to carry the KG suffix for the Karrier Gamecock model. Despite the 1970 registration number, this truck was actually delivered in 1966, but ran on trade plates initially. Note the low floor height and tail lift.

Photo 180, by **Jim Wright**, added to LTSV on 01/12/2003.

A special number for a special vehicle, and one which I actually got tired of seeing as a kid! 2000S (WVP558J) was a Seddon 2500-gallon fuel tanker, built in 1971 and taken into LT stock in 1976. It was habitually to be found in Stockwell bus garage, as in this picture, and was the only Seddon ever owned.

Photo 181, by **Jim Wright**, added to LTSV on 01/12/2003.

Fuel deliveries to London Transport premises were undertaken by the oil companies themselves, but LT operated a small number of tankers, often secondhand, to fulfil a contingency and ad-hoc role. 1673Q (810GUV) was an AEC Marshal 3500-gallon tanker, built in 1963 and acquired by LT in 1971. It lasted almost 10 years with LT and carried, as seen here, a darker grey livery than standard.

Photo 182, by **Jim Wright**, added to LTSV on 01/12/2003.

A variety of sweeping vehicles have been used to clean bus garages and other premises. The largest of these were a pair of Bedford/Lacre trucks numbered BL1 and BL2 and allocated to Aldenham and Chiswick bus works respectively. BL2, seen here, could also be fitted with a plough to clear snow, and it carried Chiswick Green livery.

Photo 183, by **Jim Wright**, added to LTSV on 01/12/2003.

The function of uniform issue was carried out by a variety of non-standard vehicles, including a number of ex-buses. Four Ford D1010 box vans arrived in 1976, the bodies being taller than standard to accommodate shelving and hanging space and fitting rooms. These were among the last D-series trucks in the fleet, surviving until the early 1990s.

Photo 184, by **Jim Wright**, added to LTSV on 01/12/2003.

This rear view of one of the Ford D1010 Uniform Issue trucks shows the extra height of the body and the walk-in rear door. 1993F (OJD993R) was photographed at Chiswick.

Photo 185, by **Jim Wright**, added to LTSV on 01/12/2003.

The bus works at Aldenham and Chiswick were both large enough to warrant the provision of dedicated emergency vehicles. At first this included fire appliances but in later years only ambulances were supplied. The last generation of these were a pair of Bedford CALV models, new in 1968/69. 1532B (VLW688G) shown above was allocated to Chiswick, while Aldenham had 1492B (SMK783F). Both survived until the closure of the two works in the mid-1980s.

Photo 186, by **Jim Wright**, added to LTSV on 01/12/2003.

The Bedford CF-series was similar to (but never as popular as) the Ford Transit. A total of 91 CFs were bought or leased by LT between 1977 and 1987, comprising 80 vans, 4 dropside trucks, and 7 12-seat minibuses. 2255B (FYE255V) was one of the latter, used from 1980 to 1985 and carried a dark grey livery. The standard shade of grey was in fact a Ford-specified colour which Bedford did not stock, hence the use of dark grey, white (see photo 589) or even blue (see photo 190). The lettering on this vehicle is interesting, being London Transport, Electrical Engineer (Utilisation).

Photo 187, by **Jim Wright**, added to LTSV on 01/12/2003.

Although the Bedford CF was never as common as the Ford Transit, it did prove popular with the publicity department. Their vans could often be seen at bus stops replacing timetables and information posters. One of the earliest examples was 2027B (QJD727R), new in 1977 and seen here at Baker Street. Publicity vans were based principally at Stockwell and Stamford Brook bus garages, and all carried red livery.

Photo 188, by **Jim Wright**, added to LTSV on 01/12/2003.

17 Bedford TL-series trucks were bought in 1980 and 1981, comprising 11 dropside lorries, 3 box trucks, 2 articulated units and a single tanker. The tanker was 2274B (GUY274W), a TL1630 model with a 2400-gallon capacity. Remaining in stock until 1993, it outlived all the other examples of the type.

Photo 189, by **Jim Wright**, added to LTSV on 01/12/2003.

From time to time CDS hired vehicles to meet short term needs or for evaluation. The Fiat articulated unit photographed at Victoria bus garage may have been standing in for 1995L (see photo 196), which was the tractor regularly used with trailer YT28.



Photo 190, by **Jim Wright**, added to LTSV on 01/12/2003.

Bedford HA vans were used as an alternative to the Ford Escort. 74 were taken into stock between 1977 and 1983, and at least 9 carried this light blue livery. 2120B (THV120S) was new in 1978 and lasted for about 4 years.



Photo 191, by **Jim Wright**, added to LTSV on 01/12/2003.

The short wheelbase gives this Ford D800 Tipper Truck a very chunky appearance. New in 1971, 1650F (EGN726J) had a carrying capacity of 8 tons.



Photo 192, by **Jim Wright**, added to LTSV on 01/12/2003.

Saloon cars have been used as service vehicles but not as often as estates. 2285B (FYP285V) was a Vauxhall Chevette E car taken into stock in 1980 and used for driving instruction. Many other Vauxhall Chevettes were delivered in crimson or orange.



Photo 193, by **Jim Wright**, added to LTSV on 01/12/2003.

Although it looks rather dated now, this would have been a typical car of the time. 1948F (KJD948P) was a Ford Escort Popular 1100 saloon car delivered in 1976. As with similar deliveries from Vauxhall, estate cars such as 2046F (see photo 195) tended to predominate.

Comment by *Thomas Young* on 16/04/2011: This is a Mk II Ford Escort.



Photo 194, by **Jim Wright**, added to LTSV on 01/12/2003.

Seen in the snow at Neasden depot is Thames Trader 3-ton Auxiliary Breakdown Tender 1283F (581EYU) dating from 1963. Points to note include the warning signs atop the cab, the early use of the crew-cab layout, and the rather liberal application of red paint. Both this and sister vehicle 1282F survive in preservation.



Photo 195, by **Jim Wright**, added to LTSV on 01/12/2003.

Bus service inspectors and route controllers have made use of several generations of estate cars and light vans, all of which were painted red. Many also featured roof-mounted, illuminated roundels as seen here on 2046F, a Ford Escort 1300 Estate new in 1977. Note the extra pair of wing mirrors.



Photo 196, by **Jim Wright**, added to LTSV on 01/12/2003.

The Ergomatic cab design appeared on a pair of AEC Mercury trucks in late 1973 (see photo 318), and then on 1995L (OJD995R), a Leyland Lynx articulated unit delivered in 1976. Compared to the more numerous Ford D-series, the design was rather four-square. The location of this picture is the yard at Chiswick works, close to the South end of Acton works.



Photo 197, by **Jim Wright**, added to LTSV on 01/12/2003.

Photographed in the back yard of Chiswick works was 1653F (JGF458K), a Ford D700 7-ton lorry delivered in 1971. The vehicle features fixed sides, a full-height headboard and a full tilt tarpaulin cover.



Photo 198, by **Jim Wright**, added to LTSV on 01/12/2003.

Photographed at what looks like the back of Baker Street station was 1728F (JGF505K), a Ford D550 box truck dating from 1971. Box trucks were never as common as dropsides and were often designed for specific applications such as catering or breakdowns. This example appears to be more general purpose and probably featured roller doors at the rear.



Photo 199, by **Kim Rennie**, added to LTSV on 01/12/2003.

The links between British Transport Police (BTP) and Central Distribution Services (CDS) are evidenced by this picture of BTP Mercedes 811D Mobile Control Unit N999BTP visiting CDS's Acton depot for maintenance in 1999. The cherished registration number is noteworthy.



Photo 200, by **Kim Rennie**, added to LTSV on 01/12/2003.

Most of the 19 Land Rovers that have been taken into the numbered fleet since 1963 were long wheelbase examples used as personnel carriers. An exception was 4404LR (M997BEC), a Land Rover Defender 110 Tdi model used as a HV Mains Fault Investigation Unit. The vehicle has a distinctive appearance and, being unlettered, may have been mistaken for a portalo! The picture was taken at Neasden in 1996. This vehicle can still be seen in the London area although now operated by SeeBoard.

Comment by *Kim Rennie* on 09/05/2007: Was transferred to Seeboard Powerlink and gained their name on cab doors. Last seen in Greenwich and probably on the way to the ex-LCCT Greenwich power station.

Comment by *Thomas Young* on 19/05/2007: Was seen at Harrow in 2005 in Powerlink livery (white with blue lettering, including a very large letter e on the bodyside). It had acquired a Luton-style body extension over the cab. Picture to be posted soon.



Photo 201, by **Kim Rennie**, added to LTSV on 01/12/2003.

The two ERF refuse trucks delivered in 1996 survived long enough to visit locations on the Jubilee line extension. 2557 was photographed at Stratford in 1999.



Photo 202, by **Kim Rennie**, added to LTSV on 01/12/2003.

Seen at Neasden depot in 2001, Ford Transit 4961F (V908GBH) has its tail-lift and dropsides lowered. The number of personnel involved demonstrates the usefulness of the crew-cab layout.



Photo 203, by **Kim Rennie**, added to LTSV on 01/12/2003.

Parked in its usual slot at Edgware Road station is the Vauxhall Zafira incident response car used by the Duty Manager. 5318V (LK02KLJ) carries ERU striping on standard livery.



Photo 204, by **Kim Rennie**, added to LTSV on 01/12/2003.

Two mini-dustcarts (one on a Mercedes-Benz chassis, the other on an Iveco Ford) are operated alongside the larger refuse collection vehicles. Shown here at Acton is the Mercedes-Benz example, 2556M (N930HLT), new in 1996.



Photo 205, by **Kim Rennie**, added to LTSV on 01/12/2003.

Delivered in 1993, 2511M (K462RLA) was one of a pair of Mercedes-Benz 410D Curtainsided Trucks. This picture was taken at Rayners Lane in 1998.



Photo 206, by **Kim Rennie**, added to LTSV on 01/12/2003.

This Mercedes-Benz 2422 tipper truck was used from 1993 until 2003 and was numbered 2538M (K397RLR). This picture taken at Acton shows the Palfinger hydraulic arm and associated operating platform. The arm was used with a grab-bucket to load and unload the vehicle at worksites.



Photo 207, by **Kim Rennie**, added to LTSV on 01/12/2003.

The vehicles of the Emergency Response Unit need to be kept ready to roll, even if they are only called upon occasionally. Seen awaiting the call at the Vauxhall depot is Volvo FL6 2568V (S268KRX), one of 5 similar vehicles delivered in 1998.



Photo 208, by **Kim Rennie**, added to LTSV on 01/12/2003.

In the late 1980s the bus operating divisions increasingly supplied their own service vehicles. Leaside was one of the first to take up this idea, and acquired 4 second-hand Ford Transits in late 1988. When the divisions were redrawn to form the operating units preparatory to privatisation, these vehicles found themselves working for London Northern and Metroline. Seen at North Finchley in the then-standard bus livery is DLR265Y.



Photo 209, by **Kim Rennie**, added to LTSV on 01/12/2003.

London United was one of the 11 bus operating units set up in 1989 in preparation for the privatisation of London Buses. Initially these continued to utilise vehicles supplied by CDS, often until individual leases expired. London United retained a number of ex-CDS vehicles and indeed some of these are still in use in 2003. One that is not is 3748F (G911CLJ) which arrived in 1989. Note that the unit's logo is applied in a more prominent manner than before, and that the central stock number has been retained.



Photo 210, by **Kim Rennie**, added to LTSV on 01/12/2003.

Photographed whilst parked at Victoria Bus Station was one of just 13 Bedford Midis operated as service vehicles. Taken into stock as 3877B (G926TJR) in 1989, the livery has been adorned with London Forest logos and legal lettering.



Photo 211, by **Kim Rennie**, added to LTSV on 01/12/2003.

The inspectors' cars leased in 1989 comprised mainly Astra vans. 3679B (F488MJR) seen at West Croydon bus station carries no lettering other than the stock number, and also features the roof-mounted roundel that characterised such vehicles.



Photo 212, by **Kim Rennie**, added to LTSV on 01/12/2003.

When it arrived in 1989, 2473F (G239YLD) was unusual in being owned rather than leased as was more common for Ford Transit sized vehicles. As the photograph shows, it was soon adorned with logos and advertising for the London United bus operating unit.



Photo 213, by **Kim Rennie**, added to LTSV on 01/12/2003.

The Centrewest bus operating unit was one of several to invest in new service vehicles of its own soon after its creation. 3 Leyland-DAF and 1 Mercedes-Benz 609D vans arrived in 1989, the last of which is pictured here at Westminster. As can be seen it carried the number SM1, and was based at the unit headquarters near Paddington.



Photo 214, by **Kim Rennie**, added to LTSV on 01/12/2003.

1761LR (MGX913L) was a short wheelbase Land Rover taken into stock in 1972. Initially carrying grey and cream livery, it was adopted by the apprentices at Acton works in the early 1980s after its first withdrawal. They restored the vehicle to working order and repainted it red. It then appeared at several open days and events, and was later to be found at North Street (Romford) bus garage in use as a rapid response engineering support truck. 1761LR's status was not quite clear, falling between preserved and operational. It was photographed at a rally at North Weald.



Photo 215, by **Kim Rennie**, added to LTSV on 01/12/2003.

Out of a total of over 5000 service vehicles operated since 1939, two in particular stand out as being the most distinctive and impressive. 1456MR and 1457MR were AEC Militant breakdown tenders acquired from the MoD in 1966 when they were just 2 years old. Until replaced by smaller Leyland Freighter units in the early 1980s these were the principal bus recovery vehicles, and were based at Camberwell and Cricklewood respectively. The picture above shows 1456MR crossing Chelsea Bridge with a trainer RT on suspended tow. Following behind is Leyland Titan PD3/1A Breakdown Tender 1416LD, also based at Camberwell.



Photo 216, by **Kim Rennie**, added to LTSV on 01/12/2003.

Leyland Freighter bus recovery truck 2418L was delivered in 1984 and was allocated to the Forest division based in East London. In this picture it is seen towing a trainer DMS bus at an unknown location. Note the trade plates and division stickers.



Photo 217, by **Kim Rennie**, added to LTSV on 01/12/2003.

Leyland Freighter bus recovery truck 2416L was delivered in 1984 to the Leaside division of London Buses. This view, taken probably in the late 1980s, shows it in action at an unknown location. The surroundings suggest a training or demonstration exercise. The vehicle is in original condition, with two swing jibs and simple side support struts. Simpler hydraulic lifting equipment was later fitted as can be seen in photo 238.

Photo 218, by **Kim Rennie**, added to LTSV on 01/12/2003.

A rear view of Leyland Freighter bus recovery truck 2416L shows the original, complex arrangement of jibs. It is not known what exactly is going on in this shot but the vehicles were equipped to right overturned buses as well as undertaking more basic towing duties.

Photo 219, by **Kim Rennie**, added to LTSV on 01/12/2003.

Another view of Leaside's Leyland Freighter bus recovery truck 2416L, apparently trying to pull the engine out of a Routemaster! Note the side support strut, which would have been essential when the cranes were used in this way.

Photo 220, by **Kim Rennie**, added to LTSV on 01/12/2003.

One more view of Leaside's Leyland Freighter bus recovery truck 2416L, seen here being used in almost the normal way! Suspended tows like this were used when the drivetrain of the broken down vehicle was damaged or defective.

Photo 221, by **Kim Rennie**, added to LTSV on 01/12/2003.

Daimler Fleetline bus D1159 (KUC159P) had spent a couple of years out of use before it was selected for a new role in 1987. Repainted white and red, it was fitted with a generator and office equipment, and the front door was replaced with a windowed panel. As such it was used in connection with the OPAL (Office Payroll Allocation) project. It was listed as still being in stock in 1993 but its subsequent history is not known.

Comment by *Des Elmes* on 18/01/2014: Well, according to Ian's Bus Stop, it was sold to Hoskyns Group plc (now Capgemini UK) in July 1991, and on to a private owner in West Sussex in June 1994. It was last taxed in November 1998, so if it's still around then it isn't being used for driving...

Photo 222, by **Kim Rennie**, added to LTSV on 01/12/2003.

Possibly the oddest conversion of any London Transport vehicle befell DMS1515 (THM515M) in 1990/91. It was extensively rebuilt as shown above to match an image used in publicity material at the time. The middle section was based on the 1973 underground stock used on the Piccadilly line, while the rear featured a cab and first seating bay of a Network SouthEast class 321 multiple unit. Dubbed the Supercar, it appeared in TV adverts and at events, and gave an interesting comparison between the respective sizes of the vehicles.

Photo 223, by **Kim Rennie**, added to LTSV on 01/12/2003.

Tree loppers or pruners were a minor but constant feature of the London Transport fleet, especially in the years prior to 1970 when services ran quite far out from London. At first, time-expired buses were used but a move to purchasing specialist lorries was made in 1962. After 1970, just 1 such vehicle was deemed necessary, and in 1976 a Ford D1010 lorry was bought and numbered 1935F (KJD935P).

As the picture shows, this featured a tall body, although the upper parts were in fact open to contain a working platform. Two drop-down flaps were provided on the nearside to increase the reach of operators, while access was through the main body, which also featured crew accommodation. Note the drainage port above the cab. Pruning duties were later turned over to local councils and specialist contractors.

Photo 224, by **Malcolm Conway**, added to LTSV on 01/12/2003.

London General was one of the bus operating units created in 1988/89, and it used the rather incongruous image of a B-type bus as its logo. In 1993 it started a new number series for service vehicles leased directly rather than through CDS, and these were prefixed LGF (for Ford products) or LGV (for Vauxhall). LGF2 (K782MGK) seen at Stockwell bus garage, was a standard Ford Transit van fitted with a roof-mounted light-bar, and carrying a profusion of logos and lettering. The number series was only used for the first 8 vehicles taken.



Photo 225, by **Malcolm Conway**, added to LTSV on 01/12/2003.

The Leaside division of London Buses was a pioneer in the use of non-CDS service vehicles, although restructuring in 1988/89 dispersed these among the London Northern and Metroliner units. Ford Transit van DLK265Y was allocated to Potters Bar garage and passed therefore to London Northern. The van is carrying the short-lived Leaside bus livery of red with a thick black skirt and white waist band. Note that the PB code of the home garage has been applied to the bonnet, while the revised legal lettering is on a panel designed to match the post 1989 grey-skirt bus livery.



Photo 226, by **Malcolm Conway**, added to LTSV on 01/12/2003.

Another CDS vehicle which carried the logo of one of the new bus operating units was this long wheelbase Ford Transit van numbered 4217F (K886XVS). Leased in 1993 it was one of three allocated to bus garages in East London territory, in this case Barking. 3rd August 1993.



Photo 227, by **Malcolm Conway**, added to LTSV on 01/12/2003.

A fairly anonymous Ford Transit van with roof racks and emergency lights, 3869F (G958CLJ) was leased in 1989 and lasted until 1993. It was allocated to the London Coaches unit based at the re-opened Wandsworth bus garage, from where commuter coaches and double-deck sightseeing buses were operated.



Photo 228, by **Malcolm Conway**, added to LTSV on 01/12/2003.

Some of the service vehicles leased on behalf of the bus operating units were delivered in white including this example photographed at Victoria bus station. Long wheelbase Ford Transit van 3937F (H876BHA) was new in 1990 and allocated to the Peckham bus garage of London Central. 27th February 1991.



Photo 229, by **Malcolm Conway**, added to LTSV on 01/12/2003.

Seen at Crystal Palace in the company of an inspector and some preserved Routemaster buses, 3678B (F490MJR) was one of the 1989 intake of inspector's vehicles. A van format was chosen for most of this batch, although they still carried the familiar roundel device. At the time, General Motors was in the process of phasing out the Bedford name used on vans and commercial vehicles in favour of the overall Vauxhall. This batch appeared without maker's badging.



Photo 230, by **Malcolm Conway**, added to LTSV on 01/12/2003.

Another of the 1989 batch of inspector's cars, Astra van 3680B (F485MJR) cannot decide whether it should be a Vauxhall or a Bedford and has plumped for anonymity. It has however received London Northern logos, due to its allocation to Holloway bus garage. It was photographed at nearby Archway on 28th January 1990 and lasted until mid-1991.



Photo 231, by **Malcolm Conway**, added to LTSV on 01/12/2003.

Astra vans were commonly used as inspector's cars in the late 1980s and early 1990s. 4010B (H829DRV) was new in 1991, allocated to Buckingham Palace Road and photographed around the corner in Grosvenor Gardens.



Photo 232, by **Malcolm Conway**, added to LTSV on 01/12/2003.

The roof-mounted roundel, so long a feature of inspector's cars, made a surprise and (so far) final appearance on this un-numbered Vauxhall Astra Merit car in 1993. As this picture taken at Victoria bus station shows, it was initially lettered for the Centrecomm Road Team, later replaced by the London Transport Buses logo and lettering.



Photo 233, by **Malcolm Conway**, added to LTSV on 01/12/2003.

An example of the non-standard lettering associated with the sectorisation of London Transport is seen on Ford Escort van 3747F (F500XFX) at Lewisham bus station. New in 1989 to Victoria bus garage it was moved in 1990 to Broadway and at some stage acquired the LRT Catering logo seen above. Disposal came in 1992.



Photo 234, by **Malcolm Conway**, added to LTSV on 01/12/2003.

For a time in the early 1990s, service vehicles allocated to bus stations carried an all-white livery and additional lettering for the Bus Passenger Infrastructure unit. An example of this is Ford Escort Van 4151F (J764MRO), new in late 1991 and photographed at its main base, Finsbury Park station. Note the additional red roundel on the windscreen.



Photo 235, by **Malcolm Conway**, added to LTSV on 01/12/2003.

Looking for all the world like a small, provincial bus operation, Bexleybus was in fact a part of the Selkent unit of London buses, created in 1988 to compete for route tenders. Ford P100 pick-up 3353F (C164SAB) was allocated to Bexleyheath garage and painted in this cream livery with blue lettering.



Photo 236, by **Mike Scott**, added to LTSV on 01/12/2003.

Seen against a suitably rural backdrop, Land Rover 1578LR (AML755H) was a 12-seat personnel carrier delivered in 1970. Broadly similar vehicles were still being delivered almost 25 years later (see photo 32). The number 1578 had originally been earmarked for a Ford D550 lorry, but this was diverted to the new London Country Bus Services as its 578F.



Photo 237, by **Nick Agnew**, added to LTSV on 01/12/2003.

Which way to Cockfosters? Seen away from its normal duties, Ford Transit minibus 2203F (CUC203V) was photographed in Exmoor while involved in an exercise.



Photo 238, by **Thomas Young**, added to LTSV on 01/12/2003.

This picture shows 2416L, a Leyland Freighter bus recovery truck, at the Wood Green bus garage open day held on 26th September 1992. Clearly visible is the hydraulic lifting equipment. This replaced an earlier arrangement of jibs (see photo 220), the side panels also being modified.



Photo 239, by **Graham Young**, added to LTSV on 01/12/2003.

On the occasion of the April 1983 open day at Neasden depot, preserved service vehicle 832J was on display alongside the then-current communications truck (2086F). This AEC Regent 7ton Auxiliary Breakdown Tender was introduced in 1950 as a rebuild of double-deck bus STL162.



Photo 240, by **Unknown**, added to LTSV on 15/12/2003.

Surviving in preservation in London is 1464F (JLA83D) a Ford Cortina radio control saloon car. This was one of two vehicles which acted as prototypes for the subsequent generations of inspector's cars. Both were delivered in 1965 and originally had EYN/C registrations allocated. The pair were stored until 1966, when the radio equipment and JLA/D registrations were fitted. The fleet numbers (1463F was the other) were adopted in 1967.



Photo 241, by **Clive Greedus**, added to LTSV on 15/12/2003.
Seen parked out of use inside Upton Park bus garage in March 1964 is AEC Regent towing lorry 811J, converted from bus STL377 in 1950. Note that the rebuild included the provision of a full-width cab. This vehicle was sold three months later in June 1964.



Photo 242, by **Clive Greedus**, added to LTSV on 15/12/2003.
Upton Park bus garage in March 1964 and parked outside is 3 month old Thames Trader towing lorry 1309F. Such vehicles were readily recognisable by having fixed sides rather than dropsides. This vehicle replaced 811J as the resident tow truck.



Photo 243, by **Clive Greedus**, added to LTSV on 15/12/2003.

In 1965, 883B (KLB854) was Upton Park's Bedford KD half tilt, used for distributing bus spares to local garages. New in 1949, the vehicle was withdrawn in 1965.



Photo 244, by **Clive Greedus**, added to LTSV on 15/12/2003.

Riverside Garage often housed vehicles from Parson Green, and here in 1965 is 1144Fpm (XXN145), a Thames Trader prime mover in green livery. Lasting from 1959 until 1972, 1144F was the only one from a batch of 6 to carry a HIAB crane. The pm suffix to the fleetnumber indicates an articulated prime mover. Suffixes were also used to indicate payloads on rigid vehicles for a short period during the 1960s.



Photo 245, by **Clive Greedus**, added to LTSV on 15/12/2003.

Inside Muswell Hill Garage in 1965 is Bedford 708B (JXC8), uncoupled from its canteen semi-trailer. This vehicle lasted from 1949 to 1967.



Photo 246, by **Clive Greedus**, added to LTSV on 15/12/2003.

1314AS (ALM847B), photographed at Aldgate Minories bus station in 1965, was an Austin J4 10-cwt box van new in 1964.



Photo 247, by **Clive Greedus**, added to LTSV on 15/12/2003.

Photographed beside the CDS offices at Chiswick in 1964 was unique Austin 5 ton tin-front van, 979AS (TXV873).



Photo 248, by **Clive Greedus**, added to LTSV on 15/12/2003.

Distilled water carrier 826B was photographed in the CDS yard at Chiswick in 1964. This Bedford OLDB was new as a towing lorry in 1949, registered KGK984. In 1953 it was rebuilt as seen above (using the tank from older vehicle 376A, and run on trade plates) in which form it survived until 1967.



Photo 249, by **Clive Greedus**, added to LTSV on 15/12/2003.

A panoramic view of the CDS yard at Chiswick on a Sunday in 1964. The District and Piccadilly Lines are in the background. Ford Thames Traders dominant the line-up, together with an AEC Mercury, a pair of Austin LD vans and 2 bonneted Bedfords.



Photo 250, by **Clive Greedus**, added to LTSV on 15/12/2003.

At Parsons Green in 1964 is 1226Fpm (206CXK), a Thames Trader, coupled to YT13 step-frame trailer. An Austin LDO1 half tilt (990AS or 991AS) is behind.



Photo 251, by **Clive Greedus**, added to LTSV on 15/12/2003.

1179F (397AUU) at Parsons Green in all green livery with tilt cover removed. Points to note include the subscript figure 5 suffix to the fleetnumber, indicating the payload, and the early use of the crew-cab layout.

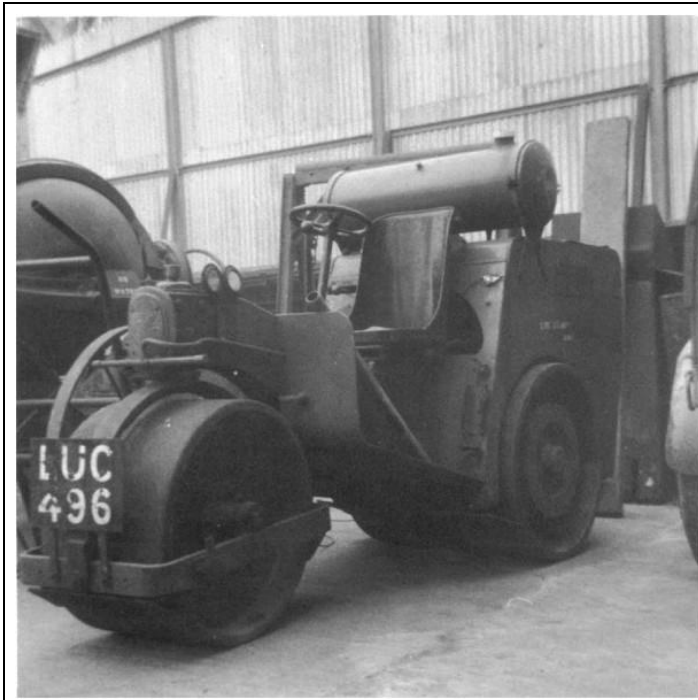


Photo 252, by **Clive Greedus**, added to LTSV on 15/12/2003.

At Parsons Green in 1964 was 962R (LUC496), a Green 30-cwt road roller, new in 1951 and used until 1969.



Photo 253, by **Clive Greedus**, added to LTSV on 15/12/2003.

Posed in front of a Q stock District train at Parsons Green in 1964, 1185F (403AUU) displays a green body and grey cab.



Photo 254, by **Clive Greedus**, added to LTSV on 15/12/2003.

Parked in the yard behind Cricklewood Garage in 1965 is the turnover vehicle, 1036TV. This was renumbered from bus stock RT106 in 1955 and was used to demonstrate and practice the recovery of overturned vehicles.



Photo 255, by **Clive Greedus**, added to LTSV on 15/12/2003.

Parked outside Chalk Farm Underground Station in 1964 is 1287LR (979DXY). This 12-seat personnel carrier was the lowest numbered Land Rover in the fleet, although it arrived a month after similar 1288LR.



Photo 256, by **Clive Greedus**, added to LTSV on 15/12/2003.

Photographed at the CDS yard in Chiswick in 1964 was 1071Q (TXV898), an AEC Mercury 7-ton open lorry. Note the livery of green cab with unpainted aluminium body. The vehicle was later overhauled and repainted all-over grey with a green cab roof, as illustrated in SUP-15.



Photo 257, by **David Rowe**, added to LTSV on 15/12/2003.

5458F (LX03VSE) is a standard Ford Transit van new in 2003 and carrying Metronet livery.



Photo 258, by **David Rowe**, added to LTSV on 15/12/2003.

Ford Transit 5040F (X188GBH) was delivered in 2000 as a mobile control unit and information office. As such, it can often be seen attending events and incidents in central London. It features sliding windows for public enquiries, and a roll-out awning on the nearside.



Photo 259, by **David Rowe**, added to LTSV on 15/12/2003.

In the first few years following its opening in 1987, the Docklands Light Railway was supplied with Service Vehicles by CDS. Some were operated in a similar livery to the trains themselves (as with 3337F – see photo 159), while others carried plain blue. One such vehicle was 3752F (G515BJT), a Ford Transit van which also carried additional lettering. It was used from 1989 until 1993.



Photo 260, by **Kim Rennie**, added to LTSV on 15/12/2003.

Parked at Hammersmith bus station is 4309V (K674YOL), one of the Volkswagen Transporter vans to carry the short lived white livery of the Bus Passenger Infrastructure unit. In this view, the BPI lettering has been replaced with the later London Transport Buses version. Note also the roof mounted spotlights used when attending incidents at night.



Photo 261, by **Kim Rennie**, added to LTSV on 15/12/2003.

4384V (L977OWA) was a Volkswagen Transporter van new in 1994. 23 such vans were received in white livery between 1993 and 1995, although later deliveries reverted to red. Most of the white examples also carried the V suffix rather than the correct VW. Photographed at Stratford bus station.



Photo 262, by **Kim Rennie**, added to LTSV on 15/12/2003.

Prior to 1999, only 2 Volkswagen Transporter vans carried red livery, and both were operated by the London Transport Museum, taking shop stock to transport events. Seen here at North Woolwich is the second of these, 4498V (N776VBL), delivered in 1996. Note the lack of lettering.



Photo 263, by **Kim Rennie**, added to LTSV on 15/12/2003.

While most VW Transporter vans were operated in the bus station support role, 4498V (N776VBL) was allocated to the London Transport Museum for its requirements. A slightly darker shade of red appears to have been used on this vehicle, another difference being the use of twin doors on the rear instead of the single, lift-up type.



Photo 264, by **Kim Rennie**, added to LTSV on 15/12/2003.

This photo appears to show VW Transporter van 4890VW (S913JRX) in newly delivered condition in the yard at Acton. The only lettering carried is the fleetnumber, while a yellow rear door is fitted, which would soon have had red chevron stripes applied (see 4918VW). Orange side striping is also to be added.



Photo 265, by **Kim Rennie**, added to LTSV on 15/12/2003.

Parked in Victoria bus station is 4891VW (S912JRX), a Volkswagen Transporter van new in 1998. By this time the correct VW suffix was being used.



Photo 266, by **Kim Rennie**, added to LTSV on 15/12/2003.

Photographed at Acton when new in 1999, 4918VW (S487YAN) is a VW Transporter van allocated to bus station support duties. The number 4918 was also allocated to a Ford Transit van, the vehicle above being reassigned 5022VW. It is not thought to have ever carried its corrected number.



Photo 267, by **Kim Rennie**, added to LTSV on 15/12/2003.

This rear view of VW Transporter van 4918VW (S487YAN, officially 5022VW) shows the chevron stripes applied to the yellow rear door.



Photo 268, by **Kim Rennie**, added to LTSV on 15/12/2003.

This side view of 4918VW (S487YAN, officially 5022VW), a VW Transporter van, shows how the orange side striping can sometimes appear indistinct against the red bodywork. The markings are reflective and show up more from other angles. Note that this Transporter is one of the more common short-wheelbase examples. Long-wheelbase versions can be readily identified by having more skirt panel between the sliding door and the rear wheelarch.



Photo 269, by **Kim Rennie**, added to LTSV on 15/12/2003.

Six VW Transporter vans delivered in 1999 were of the longer wheelbase variety, as seen here with 4942VW (T248CCK) at a wet Victoria bus station. The example behind is a short version.



Photo 270, by **Kim Rennie**, added to LTSV on 15/12/2003.

An offside view of brand new VW Transporter van 4945VW (T249CCK) taken at Acton in 1999. This long-wheelbase example has yet to receive livery, lettering or light bar. While earlier examples were delivered with yellow rear doors, ready for the application of chevrons, this van appears to carry a red door.



Photo 271, by **Kim Rennie**, added to LTSV on 15/12/2003.

This VW Transporter van captured on film at Acton was used by the London Transport Museum and therefore did not carry the orange striping seen on London Buses examples. 4971VW (T870EJB) was a short-wheelbase van delivered in August 1999.



Photo 272, by **Kim Rennie**, added to LTSV on 15/12/2003.

Leyland National bus LS334 (AYR334T) became part of the service vehicle fleet when it was converted into a mobile shop and information unit for the London Transport Museum in about 1993. It is seen here parked at the entrance to Acton works.



Photo 273, by **Kim Rennie**, added to LTSV on 15/12/2003.

AEC Routemaster bus RCL2221 was delivered to the Country operations of London Transport as a Green Line coach in 1965, passing to the new London Country Bus Services company in 1970. Returned to LT later in the decade, it was selected for conversion into a mobile cinema and exhibition unit in 1979. Photographed inside Acton works, the bus has carried a variety of liveries in connection with its promotional duties.



Photo 274, by **Kim Rennie**, added to LTSV on 15/12/2003.

2478M (G924ALM) is the Mercedes-Benz 408D demountable that survived by virtue of being fitted with a car transporter body. In this view it is coupled to a vehicle recovery trailer.



Photo 275, by **Kim Rennie**, added to LTSV on 15/12/2003.

One of a pair of curtain-sided Mercedes-Benz 410D trucks delivered in 1993 for the distribution of uniforms, 2510M (K461RLA) is seen at Acton.



Photo 276, by **Kim Rennie**, added to LTSV on 15/12/2003.

The second Mercedes-Benz 410D curtain-sider was 2511M (K462RLA), delivered in 1993 and used to distribute staff uniforms.



Photo 277, by **Kim Rennie**, added to LTSV on 15/12/2003.

A pair of Mercedes-Benz 308D dropside trucks were delivered in 1993. 2543M (K120DCF) differs from its partner by featuring a tail-lift.



Photo 278, by **Kim Rennie**, added to LTSV on 15/12/2003.

2544M (K121DCF) is a Mercedes-Benz 308D dropside truck delivered in 1993. Note the lack of manufacturer's suffix to the fleetnumber.



Photo 279, by **Kim Rennie**, added to LTSV on 15/12/2003.

2563M (R681WLX) photographed at Lillie Bridge is one of 2 mobile generators that were delivered in 1999 on Mercedes-Benz 308 chassis-cabs.



Photo 280, by **Kim Rennie**, added to LTSV on 15/12/2003.

Vauxhall Astra cars have never been particularly common as service vehicles, with only 4 recorded in the CDS fleet compared to 123 of the estate version and 194 vans. Photographed at Stratford bus station was one of the cars, not carrying its allocated number of 4380B (L279MKY). It later carried a roundel and light beacon mounted on roof bars.



Photo 281, by **Kim Rennie**, added to LTSV on 15/12/2003.

Just 14 Ford Fiesta cars have been operated by CDS, although 53 van versions have also been used. Seen at Stratford bus station in London Transport Buses livery complete with orange squares was 4878F (S191UAB), a 1.8LXD model delivered in 1998.



Photo 282, by **Kim Rennie**, added to LTSV on 15/12/2003.

This Ford Fiesta numbered 4879F (S192UAB) was photographed at Hammersmith bus station in plain red livery.



Photo 283, by **Kim Rennie**, added to LTSV on 15/12/2003.

Another plain red Ford Fiesta car delivered in 1998 was 4881F (S202UAB), seen here at Stratford. Their place in London bus stations was later taken by larger Ford Focus and Vauxhall Zafira cars.



Photo 284, by **Kim Rennie**, added to LTSV on 15/12/2003.

Another example of a bus support van delivered in plain red with yellow doors (ready for application of chevrons) is seen with this shot of Renault Master 4919R (T102LLB) at Acton. Two such vans were leased in 1999 and represented a change in designation of the R suffix from mobile cranes. This design of van is also built by Vauxhall as the Movano and several of these later entered the fleet.



Photo 285, by **Kim Rennie**, added to LTSV on 15/12/2003.

One of just 2 Renault Masters operated by CDS, 4920R (S807LLR) is seen in full livery at Aldgate bus station.



Photo 286, by **Kim Rennie**, added to LTSV on 15/12/2003.

Parked at Acton shortly after delivery are the two Renault Master vans leased in 1999. Nearest the camera is 4920R (S807LLR), while behind is 4919R (T102LLB). Both vans are awaiting livery and lettering details.



Photo 287, by **Kim Rennie**, added to LTSV on 15/12/2003.

Two generations of bus station support vans are seen here in this view taken at Finsbury park station. Nearest the camera is long-wheelbase Volkswagen Transporter van 4945VW (T249CCK) new in 1999. Behind, in the earlier white livery, is Ford Transit 150 long-wheelbase van 4724F (P258KKY), dating from 1997.



Photo 288, by **Kim Rennie**, added to LTSV on 15/12/2003.

Although it looks quite standard, this Ford Transit van is in some ways unique. Operated by the Passenger Data section of London Buses, it was the only Mark 5 Transit delivered in red after the privatisation of the London Bus companies in 1994. Numbered 4981F (T681MPP), it was photographed at Acton.



Photo 289, by **Kim Rennie**, added to LTSV on 15/12/2003.

Bus operations staff often have to attend the scenes of incidents and accidents to arrange diversions. To avoid the traffic congestions that is often associated with such occurrences, London Buses trialled the use of motorbikes in this role in 2001. 9 Honda ST1100 motorbikes were acquired though did not carry numbers. An unidentified example is shown here at an exhibition.



Photo 290, by **Kim Rennie**, added to LTSV on 15/12/2003.

This is 5041B (V368PER), a Vauxhall Astra estate car new in 2000 and photographed at Finsbury Park. Note that the London Buses lettering is usually in red on a white rectangle. The use of B suffixes (for Bedford) appears to be freely interchangeable with the V for Vauxhall.



Photo 291, by **Kim Rennie**, added to LTSV on 15/12/2003.

The introduction of cashless operation on buses in central London in 2003 was accompanied by a vast increase in the number of roadside ticket machines. These can often be seen being attended to by staff from contractor Almex, and a fleet of silver Ford Focus estate cars is used to enable this. As this picture taken at Waterloo shows, these vehicles carry London Transport roundels and can appear at first glance to be bona-fide service vehicles.



Photo 292, by **Thomas Young**, added to LTSV on 18/01/2004.
A visit to Eltham Bus Station on Saturday 17th January 2004 found no less than 11 service vehicles present, including four of the Vauxhall Zafiras that had been delivered late in 2003. Shown above are 5567V (LT53GDV) and 5559V (LT53GHY). In the background is Vauxhall Movano Van 5084V (X529CBY).



Photo 293, by **Thomas Young**, added to LTSV on 18/01/2004.
A nice line-up of LBSL vehicles at Eltham Bus Station on Saturday 17th January 2004 includes (left to right) 5059B (W122OLK, Vauxhall Astra Estate. Number was not carried), 5579F (KJ53UNB, Ford Transit Hi-Top Van), 5573V (LT53GJE, Vauxhall Zafira Estate), 5107V (W718YEB, Vauxhall Astra Estate).



Photo 294, by **Thomas Young**, added to LTSV on 18/01/2004.
A view of Ford Transit Hi-Top Van 5579F (KJ53UNB) taken on a visit to Eltham Bus Station on Saturday 17th January 2004.



Photo 295, by **Thomas Young**, added to LTSV on 18/01/2004.
Although the number was not carried, this Vauxhall Astra Estate photographed at Eltham Bus Station on Saturday 17th January 2004 is allocated 5059B (W122OLK). Livery carried is current LBSL standard.



Photo 296, by **Thomas Young**, added to LTSV on 18/01/2004.
Four Vauxhall Zafiras were to be found at Eltham Bus Station on Saturday 17th January 2004, including 5563V (LT53GDV). The vehicle behind is similar 5559V (LT53GHY).



Photo 297, by **Thomas Young**, added to LTSV on 18/01/2004.
As well as 4 Vauxhall Zafiras, Eltham Bus Station on Saturday 17th January 2004 was also host to 3 Vauxhall Movano Vans. Shown above are 5209V (Y445SLD) and 5205V (Y424SLD).



Photo 298, by **Thomas Young**, added to LTSV on 18/01/2004.

5567V (LT53GJF) is a Vauxhall Zafira Estate, photographed at Eltham Bus Station on Saturday 17th January 2004. This batch of cars are Dual Fuel and the alternate LPG filling point can be seen behind the rear wheel.



Photo 299, by **Thomas Young**, added to LTSV on 18/01/2004.

A pair of non-CDS vehicles were found on a visit to Eltham Bus Station on Saturday 17th January 2004, although not positioned ideally for photography. Closest to the camera is Metrobus 8 (GV53RJZ), a Transit T90 280 Crew Van. This contained 2 rows of seats with a goods compartment at the back, and carried its fleetnumber on the rear doors. Similar 5 (GV53RJO) was seen nearby. The vehicle in front is V968LWW, a Vauxhall Astra TD Estate Car operated by London Buses' own East Thames Buses subsidiary.



Photo 300, by **Thomas Young**, added to LTSV on 18/01/2004.

Yet another picture taken at Eltham Bus Station on Saturday 17th January 2004 shows Ford Transit 125 T300 Hi-Top Van 5583F (KJ53UMM) with its side doors open. In front is Vauxhall Zafira 5567V (LT53GJF), while a pair of Movanos are in the background.



Photo 301, by **Thomas Young**, added to LTSV on 18/01/2004.

Photographed in less than ideal lighting at Eltham Bus Station on Saturday 17th January 2004 is East Thames Buses Vauxhall Astra TD Estate Car V968LWW. The vehicle behind is Metrobus 8 (GV53RJZ), a Ford Transit Crew Van.



Photo 302, by **Thomas Young**, added to LTSV on 24/01/2004.

Photographed at Cromwell Road bus station in Kingston on Saturday 24th January 2004 was RO02OSV, one of 6 Honda ST1100 motorbikes delivered in 2002. These bikes are used to provide a rapid response incident attendance service. The Centrecomm offices at Victoria, staffed by Transport for London and the Metropolitan Police, will dispatch a bike to any road accident that either involves a bus, bus infrastructure or, more commonly, will require the diversion of bus services. One of the main reasons for the introduction of these bikes was to reduce the risk of police diverting buses along unsuitable roads before LT staff had arrived. This particular unit is used almost every day.



Photo 303, by **Thomas Young**, added to LTSV on 24/01/2004.

Another view of RO02OSV at Kingston on 24/1/2004. These rapid response motorbikes are all driven by specially selected Gold Badge staff, having several years riding experience and training in advanced driving techniques and first aid. Designed to get to the scene of incidents quickly, they are responsible for setting up diversions and making emergency repairs to bus shelters and stops. Recently transferred from Croydon, this particular unit is responsible for a large part of West London, stretching from Kingston to Barnet. Further re-organisations are expected and the unit is likely to transfer to a location further North.



Photo 304, by **Thomas Young**, added to LTSV on 24/01/2004.

Honda motorbike RO02OSV was photographed at Kingston on 24/1/2004. As can be seen, these bikes carry three large panniers containing first aid equipment, area sealing tape, diversion signs and emergency tool kits. A fire extinguisher is mounted externally beside the flashing beacon. Despite their bulk, the bikes are still often able to reach incidents much quicker than their van equivalents. After dealing with any bus services involved, the units are often commandeered by the police to assist with other aspects of the incident.



Photo 305, by **Thomas Young**, added to LTSV on 26/01/2004.

Red Ford Escort vans were very rare in the fleet by 2004. One that is in use is 5251F (Y651KNK), used by the Network Development Passenger Data section and photographed at Waterloo Station on Monday 26th January 2004. This Escort 55 model carries the standard LBSL livery of red with orange squares and large London Buses labels.



Photo 306, by **Thomas Young**, added to LTSV on 26/01/2004.

A long wheelbase, 15-seat Mark 6 Ford Transit minibus operated by the Passenger Data section is seen at Waterloo Station on Monday 26th January 2004. 5427F (KE52OCA) was new in January 2003 and carries the standard LBSL livery. Vehicles in this department are used to transport staff undertaking bus passenger surveys. No doubt the boxes inside contained survey forms.



Photo 307, by **Thomas Young**, added to LTSV on 26/01/2004.

A type of vehicle that is gaining popularity as a service vehicle is the Crew Van. This is a cross between a minibus and a van, with a row of seats behind the driver, and a freight compartment behind that. The mesh screen separating the two sections can be seen in this view of Ford Transit T280 5365F (KG02YKA), in use with the Passenger Data department and pictured at Waterloo Station on Monday 26th January 2004. Note that, unlike the minibuses used by this department (such as 5017F in photo 144 and 5427F in photo 306), this vehicle carries flashing roof lights.



Photo 308, by **Thomas Young**, added to LTSV on 26/01/2004.

A rear view of a pair of Passenger Data department vehicles seen at Waterloo Station on Monday 26th January 2004. In front is Ford Escort 55 Van 5251F (Y651KNK), while closer to the camera is Ford Transit Minibus 5427F (KE52OCA). Note that the rear chevrons are only applied to larger vehicles in LBSL livery.



Photo 309, by **Thomas Young**, added to LTSV on 26/01/2004.

5365F (KG02YKA) is a Ford Transit T280 Crew Van used by the Passenger Data Department and seen at Waterloo Station on Monday 26th January 2004.



Photo 310, by **Colin Lloyd**, added to LTSV on 05/02/2004.

The latest generation of dustcarts used by London Underground are based on the attractive Mercedes-Benz Econic chassis cab. There are two variants, the example shown here being the three-axle version. 2582M (LT02XLL) was one of two bought in July 2002, and photographed at Parliament Square on 19/03/2003.



Photo 311, by **Colin Lloyd**, added to LTSV on 05/02/2004.

The number series from 3000 upwards was reserved for leased vehicles from 1982, the majority of which have been cars and light vans. A typical example is this Ford Transit 130 Van numbered 3000F (KTR535Y), which was allocated to the Ticket Machine works in Effra Road in Brixton, though photographed at Acton on 25/11/86.



Photo 312, by **Colin Lloyd**, added to LTSV on 05/02/2004.

At the time of the separation of the leased and owned fleets into distinct numbering series, the Vauxhall Chevette was the standard service vehicle car. 3070B (KFB564X) was one of a batch of 22 Chevette 1.3L Estate Cars leased in 1982 for use by Bus Inspectors and Controllers. This example was allocated to Hendon bus garage for most of its 2 year life, although the picture above was taken at Harrow Weald garage on 28/4/1984. Note the illuminated roundel mounted on the roof.

Photo 313, by **Colin Lloyd**, added to LTSV on 05/02/2004.

The Leyland Sherpa van was derived from an Austin product, and went through several designations and re-designs over the years. By 1983 they were being branded as Freight Rovers, the example shown being a Sherpa 230 Van. Quite a fleet of these was operated in grey livery by the cleaning services department. Red examples were rarer, these being allocated in support of the bus operations. 3144L (A992YJH) was allocated to New Cross bus garage, where it was photographed on 4th March 1984.

Photo 314, by **Colin Lloyd**, added to LTSV on 05/02/2004.

One of the rarest service vehicles of the 1980s was the Vauxhall Cavalier. In contrast to the broadly similar Astra model, just one Cavalier was taken into the numbered fleets, 3223B (A382OCG) in 1984. This 1600S Estate Car was allocated to the Rolling Stock Engineer and was habitually to be found at Neasden depot. The picture here was taken at Chiswick on 13/8/1988, 8 months before its disposal.

Photo 315, by **Colin Lloyd**, added to LTSV on 05/02/2004.

In terms of vans, the Ford Fiesta is about the smallest available. There has obviously been demand for such vehicles as over 50 have been operated since 1985. One of the earlier examples is shown here at Wandsworth garage on 19th February 1987. 3305F (B862UVM) was new in April 1985 and worked from Chiswick in support of the bus operations for just over 4 years.

Photo 316, by **Colin Lloyd**, added to LTSV on 05/02/2004.

Despite the apparent success of models such as the Ford Escort and Vauxhall Astra, other models have sometimes been taken as service vehicles for no obvious reason. Examples of this include the Vauxhall Cavalier (see photo 314) and, as seen here, the Ford Sierra. Five of the Estate version of this car have been used since 1985 and the picture above shows the first of these. Taken at Golders Green bus station on 28th December 1985, it shows 3330F (C109GWC) in use by the Signal Engineer. The vehicle was mostly based at Griffith House, Marylebone, and carried a flashing beacon for use in emergencies. 3330F remained in use for a fairly typical 3 and a half years, being disposed of in March 1989.



Photo 317, by **Colin Lloyd**, added to LTSV on 05/02/2004.

A very attractive line-up of vintage emergency service vehicles seen at Cobham Museum on 10th April 1994. On the left are 3 AEC Regent Auxiliary Breakdown Tenders, two in bus red and one in railway red/cream liveries. These were all rebuilt from STL type buses. On the right is 1279LD, a purpose built Leyland Titan PD3 Railway Breakdown Tender. The Capital Transport book on service vehicles contains lots of interesting information about vehicles of these types.



Photo 318, by **Colin Lloyd**, added to LTSV on 05/02/2004.

A rare vehicle, thankfully now in secure hands, is this AEC Mercury 10-ton lorry. New to London Transport in grey livery as 1841Q (THX841M) in March 1974, this was the last of many thousands of AEC vehicles bought. It ran as a bolster lorry for over 10 years, carrying heavy parts such as bus engines between Chiswick works and the bus garages. 1841Q was based at Walthamstow while similar 1840Q lived at Stockwell. After disposal, the lorry eventually came into the hands of bus operator Blue Triangle, who run both modern and vintage vehicles. Converted to a towing lorry, the vehicle may still see some use, and was photographed at the North Weald bus rally on 30th June 1996.



Photo 319, by **Colin Lloyd**, added to LTSV on 05/02/2004.

One of the more recent entrants to the London bus scene was French-owned Connex, who built up a fair sized operation in just a couple of years. They were also responsible for a number of train services in the South East for a period. To support their bus fleet, at least 4 Ford Transits were operated, the example shown being a van numbered T3 (X402AAT). In this picture, taken at the old Streatham bus garage on 19th December 2001, it may be noticed that the van carries the original logo while the Trident bus behind carries the later version.

Comment by *Ray* on 30/04/2020: This was taken at the 'new' garage.

Comment by *Thomas Young* on 08/05/2020: Yes, Ray is right, the building in the background is the bus garage built in the 1980s on the site of the earlier one. However, at the time of this photograph it had been closed for almost ten years (being used instead for go-cart racing), only the entrance roadway being in use for terminating buses to turn and park on. As such, it didn't seem right to say that this photo was taken at Streatham Bus Garage, although I now notice that this very description was still in use for bus destination blinds...



Photo 320, by **Clive Greedus**, added to LTSV on 10/02/2004.

Clive Greedus found a pair of East Thames Buses service vehicles at Lewisham Bus Station in January 2004. On the left is 105, a Mercedes-Benz 308D Minibus. This was formerly a Dial-a-Ride vehicle, the operation of which was taken over by London Buses at about the same time as that of the Harris Buses company that later became East Thames Buses. On the right is Vauxhall Astra TD Estate Car V968LWW.



Photo 321, by **Clive Greedus**, added to LTSV on 10/02/2004.

East Thames Buses 105 (M27CLT) used to be part of the London Dial-a-Ride fleet, which came under London Transport control in 2002. In its current use as a crew transfer bus it is presumed that the wheelchair carrying capabilities are not often required! Pictured at Lewisham Bus Station in January 2004.



Photo 322, by **Kim Rennie**, added to LTSV on 10/02/2004.

Seen peeking out of the Hammersmith & City line depot at Hammersmith in February 2004 is 2522F (K221RLO), a Ford Iveco Super Cargo 17 tonne Dropside Lorry new in 1993.



Photo 323, by **Thomas Young**, added to LTSV on 10/02/2004.

A visit to Aldgate Bus Station on Sunday 1st February 2004 found the vans parked nose-out for a change, and this interesting line-up was on show. The vehicles are 5299F (KE02YTL, a standard high-roof Ford Transit), 5020F (T174TPP, an un-lettered Ford Tourneo minibus, rarer but looking much like a Transit), 5281VW (RJ51NWX, a VW LT35 van, with side windows and a slightly darker shade of red than standard), 5087V (X478CBY, a Vauxhall Movano). It was notable that the Volkswagen and Vauxhall vans presented an almost identical side profile.



Photo 324, by **Thomas Young**, added to LTSV on 10/02/2004.

London Buses operate a Mobile Information Office for use at special events. When this picture was taken at Aldgate Bus Station in February 2004, the role was being fulfilled by 5040F (X188GBH), a Ford Transit 350 High-Roof van with enquiry window and roll-out canopy.



Photo 325, by **Thomas Young**, added to LTSV on 10/02/2004.

Vauxhall Movano vans are often to be found at bus stations. Here we see 5087V (X478CBY) at Aldgate in February 2004.



Photo 326, by **Thomas Young**, added to LTSV on 10/02/2004.

It may look like a Ford Transit but it ain't! 5020F (T174TPP) is actually a Ford Tourneo. This up-market version of the Transit Minibus can often be recognised by colour-coded bumpers and a one-piece rear door. Note that the man who letters service vehicles had the day off when this one was delivered!



Photo 327, by **Thomas Young**, added to LTSV on 10/02/2004.

Despite a large influx of vehicles intended for bus station use over the preceding months, vehicles were still being hired into 2004. This Ford Transit 350 Mid-Height van was pictured at Kingston Bus Station on 7th February 2004, where it had recently replaced dealer-liveried Ford Transit SWB van LB03YHC.



Photo 328, by **Thomas Young**, added to LTSV on 10/02/2004.

The batch of 15 Vauxhall Zafira cars delivered in October 2003 were soon allocated to bus stations across London. Kingston's allocated vehicle was 5568V (LT53GBE), photographed on 7th February 2004.



Photo 329, by **Colin Lloyd**, added to LTSV on 15/02/2004.

Among the most distinctive and best-known service vehicles were a batch of 10 Bedford-Scammell OSS Articulated Mobile Canteens delivered between 1947 and 1949. These were generally used at outlying bus route terminals and lasted up to 18 years. Thankfully one has survived in preservation and 702B (JXC2) was photographed in the lorry park at Chiswick works during an open day on 5th August 1984.



Photo 330, by **Colin Lloyd**, added to LTSV on 15/02/2004.

Former service vehicles can often be identified by their livery and/or registration number series. This Ford Escort van photographed in Enfield in October 1986 had until 1980 been 1964F (OJD964R). The only change made since its sale appears to be the removal of the lettering.



Photo 331, by **Colin Lloyd**, added to LTSV on 15/02/2004.

After many years reliance on Ford, a few Leyland trucks began appearing in the service vehicle fleet in the late 1980s. These included 11 of the Terrier model and 2 of the larger Boxer. The Terrier shown here posed for an open day at Chiswick works on 5th August 1984 was new in 1979 as a refrigerated food van. As the picture shows, 2143L (YYH143T) was later rebuilt as a curtainsided lorry, in which form it survived until 1986.



Photo 332, by **Colin Lloyd**, added to LTSV on 15/02/2004.

The Bedford TL series of truck enjoyed a brief popularity in the service vehicle fleet, with 17 being purchased in 1980 and 1981. Typical of these is 2271B (GUV271W), a TL1000 Dropside Lorry with crew-cab and tail-lift, seen leaving Chiswick works on 11th June 1986.



Photo 333, by **Colin Lloyd**, added to LTSV on 15/02/2004.

Just 3 of the 17 Bedford TL lorries bought by London Transport were box vans. 2272B (GUV272W) was also fitted with a crew-cab and was photographed leaving Chiswick works on 20th June 1986. The appearance has been altered somewhat by the grille and badge being painted grey. Also note that the crew compartment has a door on the nearside only.



Photo 334, by **Colin Lloyd**, added to LTSV on 15/02/2004.

Along with Bedfords and Leylands, Dodge lorries were also bought in the early 1980s as an alternative to Fords. During this time, Dodge was taken over by Renault and the Commando range underwent a facelift. 2303D (CGT303X) was a G1685 Dropside lorry and was one of only a handful of the original design taken. Photographed at Stamford Hill garage on 18th June 1986.



Photo 335, by **Colin Lloyd**, added to LTSV on 15/02/2004.

Stockwell bus garage in south London was responsible for maintenance of some of the service vehicle fleet, and had a dedicated pit area. This interesting view taken on 27th September 1984 shows a variety of trucks receiving attention. To the left is a Ford Parcel Van, while in the centre is Bedford TL1000 2269B (GUV269W). Note the tail-lift in the loading position and the tilted crew-cab. On the right is Dodge 50-series Dropside Truck 2374D (MYL374X), one of just 2 such vehicles operated.



Photo 336, by **Colin Lloyd**, added to LTSV on 15/02/2004.

Dodge 50-series trucks were another example of the multi-sourcing practiced in the early 1980s, although only 8 were taken. 5 of these were S66 vans like 2377D (NYR377D) seen at Chiswick works on 13th August 1988. The broad similarity between this and the later Mercedes-Benz trucks on either side is apparent. 2377D lasted from January 1983 until July 1990.



Photo 337, by **Colin Lloyd**, added to LTSV on 15/02/2004.

Photographed at Chiswick works on 13th August 1988, 2379D (NYR379Y) is an example of the facelifted Commando lorry, featuring a taller grille and a Renault triangle in addition to the Dodge name. A G1085 Box Van with crew-cab and tail-lift, it has also been fitted with a roof beacon. Note that the refuse truck alongside has a similar cab but mounted higher up.



Photo 338, by **Colin Lloyd**, added to LTSV on 15/02/2004.

This rear view of 2386D (NYR386Y) taken on 8th May 1989 at Acton works shows the detail of the tail-lift, here in the travelling position. Dodge trucks seem to usually feature sheet metal dropside panels in preference to the planked types used by others.



Photo 339, by **Colin Lloyd**, added to LTSV on 15/02/2004.

The first batch of Mercedes-Benz trucks joined the fleet in April 1986 and comprised eight 307Ds with either Dropside or Curtain-sided bodies. 2429M (C714VOY) was one of the latter and, when photographed at Chiswick works on 13th August 1988, carried no offside lettering.

Comment by *Thomas Young* on 20/11/2006: Note the Night Bus sticker in the windscreen! This was still carried after it was sold to Allco. It was then re-registered A820AEC and given an illuminated LT Urgent sign (off one of the Titans or Traders?) which was repainted grey and mounted off-centre due to the ladder hatch. A picture will be posted soon.



Photo 340, by **Colin Lloyd**, added to LTSV on 15/02/2004.

Among the first Mercedes-Benz used as service vehicles was 2430M (C718VOY), delivered in April 1986. This 307D Dropside Truck was photographed at Chiswick works two months later, although it was allocated to Parsons Green. At this time, departments were being permitted to apply more individual lettering to vehicles, and the LRT Builders section often used the work force motif. The advertising of the address on the cab door suggests that external work was being sought.



Photo 341, by **Colin Lloyd**, added to LTSV on 15/02/2004.

The Leyland T45 range was launched in 1980 and examples were taken as Dropside and Bus Recovery Trucks (Freighter model) as well as 2 Articulated units (Cruisers). 2435L (D295ECR) was a Freighter 1613 Dropside with crane delivered in September 1986. By the time this picture was taken at Acton works on 27th February 1991, it had been repainted from grey to the new white/blue livery, although the body carries a non-standard black. Coupled to the rear is cable-drum carrying trailer SEB-T42.



Photo 342, by **Colin Lloyd**, added to LTSV on 15/02/2004.

Seen at Acton works when brand new in April 1990 is 2476M (G922ALM), one of a batch of six Mercedes-Benz 408Ds that were the first owned vehicles delivered in the new white and blue livery. Three of the batch carried crew-cabs and dropside bodies fitted with tail-lifts, as shown above. It has been reported that the bodies are demountable but this has not been confirmed. The other three had single cabs and demountable bodies.



Photo 343, by **Colin Lloyd**, added to LTSV on 15/02/2004.

Three of the six Mercedes-Benz 408Ds delivered in spring 1990 carried demountable bodies. 2479M (G925ALM) was photographed outside Victoria Coach Station on 6th September 1993 loaded with a refuse collection body. The clearance beneath the body suggests that a tipping mechanism may be fitted, while part of the sides are enclosed by mesh panels. The roof is canvas.



Photo 344, by **Colin Lloyd**, added to LTSV on 15/02/2004.

Two Mercedes-Benz 2421 Refuse Trucks were delivered in September 1990 and 2482M (H327FLH) was photographed at Acton works at the end of the following month. The livery was later modified with the addition of the slogan Working for a cleaner Underground to the bodysides.



Photo 345, by **Colin Lloyd**, added to LTSV on 15/02/2004.

Twelve Mercedes-Benz 814 trucks were delivered in Autumn 1990, in a variety of formats. 7 were demountables, all of which received white/blue livery. There were also 4 dropside lorries and one box truck, and these were all painted red. Unusually the body on the box truck was white, as shown in this picture of 2490M (H221FLB) taken at Acton on 30th November 1990. The cab was repainted white/blue soon afterwards.



Photo 346, by **Colin Lloyd**, added to LTSV on 15/02/2004.

For some time most Ford Transit service vehicles have been leased rather than owned, and are therefore numbered in the 3000+ range. Four minibuses received in late 1992 were purchased however, including 15-seat 2506F (K157PLY). Photographed in Parliament Square on 29/9/1994, the smart wheeltrims and lack of lettering are notable.



Photo 347, by **Colin Lloyd**, added to LTSV on 15/02/2004.

Although very different in appearance, the Iveco-designed Super Cargo takes its name from the Ford model it replaced, and indeed the badges of both companies are carried. Dropside lorry 2524F (K245RLO) was found on 3rd May 1994 carrying railway wheelsets along Putney High Street.



Photo 348, by **Colin Lloyd**, added to LTSV on 15/02/2004.

The fleet of railway emergency vehicles was supplemented in Autumn 1993 with the arrival of four Mercedes-Benz 410D Box Trucks fitted with crew-cabs and tail-lifts. 2529M (K407SLB) was the only one of these to carry a K-prefix registration and was photographed outside Baker Street station on 25th September 1993. Note that the crew-compartment has no doors or side windows although interestingly, another picture of this vehicle taken a year later shows side windows fitted (see photo 1550). These vehicles were replaced in 1999 by larger Mercedes-Benz Vario vans.



Photo 349, by **Kim Rennie**, added to LTSV on 17/02/2004.

Photographing service vehicles at Aldgate Bus Station can be tricky, especially if they are parked nose-in to the railings. This shot however is worth including as it shows the unusual use of an LUL-liveried vehicle by LBSL. 5469F (KJ03DSZ) is a low-roof Transit van in Tube Lines branded livery, although it has also acquired a London Buses sticker on the bonnet.



Photo 350, by **Kim Rennie**, added to LTSV on 17/02/2004.

5560V (LT53GJO) was one of the 2003 batch of Vauxhall Zafira Estate Cars, seen here at Aldgate Bus Station in February 2004.



Photo 351, by **Kim Rennie**, added to LTSV on 17/02/2004.

5562V (LT53GGX) was a Vauxhall Zafira Estate Car allocated to Edgware Bus Station and seen at Harrow Bus Station in February 2004.



Photo 352, by **Kim Rennie**, added to LTSV on 17/02/2004.

Carrying Tube Lines livery when photographed at Acton in February 2004 was Ford Escort Van 5357F (KE02YUK).



Photo 353, by **Kim Rennie**, added to LTSV on 17/02/2004.

Carrying Tube Lines livery when photographed at Acton in February 2004 was Ford Escort Van 5357F (KE02YUK).



Photo 354, by **Kim Rennie**, added to LTSV on 17/02/2004.

Ford Focus Estate Car 5503F (VE03HWB) carries Tube Lines markings on standard livery. Alongside in this February 2004 view at Acton is Ford Transit 300 Crew Van 5426F (KJ03DXT).



Photo 355, by **Kim Rennie**, added to LTSV on 17/02/2004.

Mercedes-Benz SK 1820 flatbed lorry 2553M (N614FLA) was new in July 1995 but still looked in good condition when photographed at Acton in February 2004.



Photo 356, by **Thomas Young**, added to LTSV on 17/02/2004.

Found at the small Barking Station depot of Metronet on 16th February 2004 was this Ford Focus 1.6 Estate numbered 5373F (VX52WYG). This vehicle has yet to gain the Metronet logos and remains branded for London Underground Limited, District Line.



Photo 357, by **Thomas Young**, added to LTSV on 17/02/2004.

A report of a new Toyota van being taken into stock just had to be investigated. 5399T (RO03TXR) was tracked down at Barking Station depot on 16th February 2004, and is a Hiace 280GS van wearing standard Metronet branded livery.



Photo 358, by **Thomas Young**, added to LTSV on 17/02/2004.

The van in front is a.... Toyota! This Hiace van was taken into stock in 2003 and numbered 5399T (RO03TXR), marking only the seventh use of the T suffix. Two of the previous carriers were Thornycroft lorries from the mid-1930s, while the remainder were Toyota vehicles leased in the early 1990s. The picture was taken (with permission) at the small Barking Station depot on 16th February 2004.



Photo 359, by **Thomas Young**, added to LTSV on 17/02/2004.

Several bus stations in London play host to a higher than average number of service vehicles, these including Stratford where the picture above was taken on 16th February 2004. Closest to the camera is new Ford Transit 125 T300 van 5582F (KJ53URB) while the line-up behind includes four Ford Focus Estates, two Vauxhall Movano vans and (hidden from view) at least one Vauxhall Astra Estate.



Photo 360, by **Colin Lloyd**, added to LTSV on 21/02/2004.

This Ford Transit van seen departing from the Fulwell vehicle storage yard on 17th November 1988 was an early example of a service vehicle acquired directly by a bus operating company, in this case London Central. Despite this the van carries a large LT roundel and non-standard London Transport titles on the bonnet and sides. The only clue to its owner is the gothic-type fleetnumber PM1, referring to the Peckham bus garage of London Central. The van was probably being used to ferry drivers delivering redundant buses for disposal.

Comment by *David* on 17/01/2011: This van is seen leaving the rear yard at Fulwell. This area is now used by Abellio, so maybe the photo should be moved to their Fulwell garage? The landmark is the Fire Station tower in the background. This is not visible from the Transdev area.



Photo 361, by **Colin Lloyd**, added to LTSV on 21/02/2004.

Arriva became a major player on the London Bus Scene when it took over the Leaside and South London companies from London Buses, adding to its Grey Green operation. A number of support vehicles are operated in this plain white livery including Ford Transit van G955TVS, seen at Wood Green on 28th August 2001. This van joined the Leaside fleet in 1992 and was initially based at Stamford Hill.



Photo 362, by **Colin Lloyd**, added to LTSV on 21/02/2004.

Selkent was one of the new bus operating companies set up by London Buses, the name being derived from its territory of South East London and Kent. This smartly liveried Ford Transit van was allocated to Catford garage and joined the fleet in 1993. Photographed at its home depot on 29th May 1993.



Photo 363, by **Colin Lloyd**, added to LTSV on 21/02/2004.

This Ford Transit van was taken into the stock of the South London bus company during 1994, in a red livery. South London was later taken over by Arriva and L143NMY was repainted white. Photographed on Oxford Street in June 2002.



Photo 364, by **Colin Lloyd**, added to LTSV on 21/02/2004.

East Thames Buses is a subsidiary of London Buses Ltd, with a complex history leading to its unique position. Suffice to say that a number of white-liveried support vehicles are operated, including this Ford Transit crew-van W302PBY seen at Stratford Bus Station on 13th December 2001.



Photo 365, by **Colin Lloyd**, added to LTSV on 21/02/2004.

Basking in the sunshine at Acton Works shortly after delivery in March 1993 are two high-roof, long-wheelbase Ford Transit 190 vans. Part of a batch of 10 that were allocated to Jamestown Road in Camden, 2520F (K209RLO) and 2521F (K210RLO) had not yet had lettering added to their plain white livery. As Jamestown Road was responsible for commercial advertising, it is presumed that these vans left the fleet when these services were hived off to TDI.

Photo 366, by **Colin Lloyd**, added to LTSV on 21/02/2004.

This Ford Transit pictured at Potters Bar bus garage on 29th September 1991 is a bit of an oddity. Although its registration number (E873HLM) was similar to Ford lorries 2465F-2468F bought in early 1988, this van was numbered 2501F, allocated in 1991. It is possible that it was initially leased then purchased but the details are not known. The livery is also distinctly non-standard. The van was withdrawn in spring 1993.

Photo 367, by **Colin Lloyd**, added to LTSV on 21/02/2004.

This Ford Transit van was used as a Mobile Control Centre at incidents and events which affected central London bus services. 4687F (N289KCL) was a high-roof, long-wheelbase Transit 190 new in July 1996, and later replaced by red-liveried 5040F.

Photo 368, by **Colin Lloyd**, added to LTSV on 21/02/2004.

For a few years, bus station support vehicles were painted in a white livery, as seen on this long wheelbase Ford Transit 150 van at Finsbury Park on 21/11/2000. 4721F (P256KKY) was new in 1996.



Photo 369, by **Colin Lloyd**, added to LTSV on 21/02/2004.

This Ford Transit crew van photographed at Ilford on 12/10/1999 is evidently operated by First, the group which owns local bus company Capital Citybus. However, First also held the Great Eastern railway franchise, running from a depot in Ilford. Given that many of the bus company fleet are painted red it is possible that this is actually a railway service vehicle.



Photo 370, by **Colin Lloyd**, added to LTSV on 21/02/2004.

This is Vauxhall Astra TD Van 5033B (V322HWW), new in 2000 and photographed at Park Royal on 23rd March 2002.



Photo 371, by **Colin Lloyd**, added to LTSV on 21/02/2004.

Photographed at Millbank on 7th June 2001, this Ford Transit Dropside looks like many others in the fleet. 5072F (X181GBH) was one of the first Mark 6 dropside vans delivered, and it features a crew-cab and crane but no tail-lift. The fitting of the crane has resulted in shorter dropside panels being used.



Photo 372, by **Colin Lloyd**, added to LTSV on 21/02/2004.

5082F (X216GBH) is one of a number of vans to carry this variation on the emergency livery. New in 2000, it is a Ford Transit 190 extended-length, high-roof van and was caught on film at Vauxhall on 13th March 2003. The extended Mark 5 Transit vans can be identified by the short panel in the centre.



Photo 373, by **Ivor Norman**, added to LTSV on 21/02/2004.

Photographed at Lewisham Bus Station on 15th March 1990, this Ford Transit Van was one of two operated by the newly formed London Central bus company. F518RVN was allocated to New Cross garage. The houses behind have since been demolished to make way for the Docklands Light Railway station.



Photo 374, by **Ivor Norman**, added to LTSV on 21/02/2004.

832J (JJ4379) has been in preservation for over 20 years. This AEC Regent 7ton Auxiliary Breakdown Tender was introduced in 1950 as a rebuild of double-deck bus STL162, and used until 1978. Photographed at a rally at Alton on 21st July 1996.



Photo 375, by **Ivor Norman**, added to LTSV on 21/02/2004.

Tower Wagons were used to provide access to Tram and Trolleybus overhead wires. The last of these were bought in 1958 and played a role in the dismantling of the system. Four of the final five AEC Mercury-based vehicles were sold by mid-1964, including 1076Q (TXV909) seen here. After just six years with London Transport, this vehicle went on to serve the Reading Transport undertaking for a further 35 years. It was photographed at their depot on 28th February 1991, and was later sold into preservation. Note that the roof dome window has been plated over.



Photo 376, by **Ivor Norman**, added to LTSV on 21/02/2004.

This rather ugly looking beast is 1279LD (ALM842B), a Leyland Titan PD3A/1 Railway Breakdown Tender bought in 1964. The design made use of the St Helens style of front panel and this particular vehicle survived until 1981. Later entering preservation, it was photographed at the Walton rally on 12th April 1992.



Photo 377, by **Ivor Norman**, added to LTSV on 21/02/2004.

Both of the AEC Militant Master Breakdown Tenders bought from the MoD in 1966 have survived into preservation. 1457MR is seen here at North Weald.



Photo 378, by **Ivor Norman**, added to LTSV on 21/02/2004.

Four Ford Cargo Box Trucks were bought between 1983 and 1986, including 2441F (C94WBY), a Cargo 1011 with Tail Lift. When photographed leaving Chiswick Works it was carrying the blue and black stripes adopted by some Distribution Services vehicles in the late 1980s.



Photo 379, by **Ivor Norman**, added to LTSV on 21/02/2004.

Although red and grey were by far the most common liveries for service vehicles in the 1970s and 1980s, a number of other schemes featured. This Ford Escort Van was one of two A-registered examples received in June 1985, some 10 months after the introduction of B-prefix registrations. The liveries carried also suggest that LT was their second user. 3320F (A530TOO), seen here at Ilford in December 1987, was white with a red stripe, while 3321F (A355SHJ) was blue. Both left the fleet during 1988.



Photo 380, by **Ivor Norman**, added to LTSV on 21/02/2004.

Many recent Ford Transit vans have featured roof bars for the carriage of oversized items such as ladders. 4589F (N475PJV) was a Transit 190 long-wheelbase, mid-height van, lettered for the Central Line and photographed at Stratford Station on 20/5/99.



Photo 381, by **Ivor Norman**, added to LTSV on 21/02/2004.

Photographed at Epping Station on 26th August 1998, 4822F (R32RNK) is a Ford Transit 190 long-wheelbase, mid-height van fitted with roof bars and lettered for the Central Line.



Photo 382, by **Ivor Norman**, added to LTSV on 21/02/2004.

London Transport's first modern dustcarts were a trio of Dodge Commando G16 examples bought in March 1985. 2419D (B419XYU) was pictured at Wood Lane later that year.



Photo 383, by **Ivor Norman**, added to LTSV on 21/02/2004.

Parked in the bus station at Hounslow on 18/9/91, this Ford Escort Estate carries London United markings on a non-standard dark-blue livery.



Photo 384, by **Kim Rennie**, added to LTSV on 21/02/2004.

Ford Cortina car 1464F has been preserved but remains in an anonymous red livery to deter unwanted interest. This view shows the distinctive rear lights.



Photo 385, by **Kim Rennie**, added to LTSV on 21/02/2004.

5301F (KE02YSY) is a standard bus-station Ford Transit, being a high-roof 100 T300 model. Photographed at Victoria in spring 2004.



Photo 386, by **Kim Rennie**, added to LTSV on 21/02/2004.

The height of the high-roof Ford Transit van is particularly noticeable from the rear, especially when high-visibility chevrons are applied as seen in this view of 5301F (KE02YSY) at Victoria in spring 2004.



Photo 387, by **Kim Rennie**, added to LTSV on 21/02/2004.

This smart Vauxhall Zafira was leased in 2003 for use as an Emergency Response Car by LUL. Numbered 5617V (LT53FZH), it was photographed at Acton in February 2004.



Photo 388, by **Kim Rennie**, added to LTSV on 21/02/2004.

A second Vauxhall Zafira arrived for use as an LUL Emergency Response Car in October 2003. The livery of 5617V (LT53FZH) differs from the earlier example (5318V - see photo 203) in that larger Battenburg stripes are used and the blue skirt extends up to the body trim line. The emergency light-bar is also mounted further back. Seen at Acton in February 2004.



Photo 389, by **Thomas Young**, added to LTSV on 21/02/2004.

The bus station at Cromwell Road, Kingston has seen a variety of service vehicles over the past few months but these have not normally included Ford Focus Estates. I was surprised therefore to find two present on February 18th 2004 including the oldest red example. 5036F (W324UAB) on the right was new in 2000 and had earlier been reported as withdrawn. 5288F (VE51FLD) on the left was one of 12 red examples leased in 2001. Apart from minor differences in livery and design (bumper & wheeltrims), it will be noticed that 5036F also lacks the roof bars which are used to mount the emergency lights.



Photo 390, by **Colin Lloyd**, added to LTSV on 28/02/2004.

Parked in Wood Green bus garage on 20th July 1985, 2128F (WYU128T) and 2130F (WYU130T) are Ford D0607, 3 1/2 ton, 1/2-tilt dropside lorries new in 1978. Part of a batch of four, they spent all of their 10 years lives allocated to a variety of bus garages.



Photo 391, by **Colin Lloyd**, added to LTSV on 28/02/2004.

The A-series was designed to fill the gap in Ford's range between the largest Transits and the smallest D-series lorries. However, it never achieved the same level of success as either of the other two models. A total of 8 A0609s were bought by London Transport, including 3 of these stretched Railway Breakdown Tenders. The use of a crew cab resulted in a very long wheelbase on these vehicles. New in 1979, they lasted until the late 1980s. 2135F (YYH135F) was photographed awaiting the call at Baker Street station on 28th December 1985.



Photo 392, by **Colin Lloyd**, added to LTSV on 28/02/2004.

Crew cabs were deemed essential for vehicles used to attend railway emergencies, including a fleet of 7 Ford D0710 Box Trucks bought between 1976 and 1980. These were the only D-series service vehicles to carry red livery, and most lasted until the early 1990s, being replaced by demountable Mercedes. Pictured at Acton on 12th April 1989 is 2140F (YYH140T), one of two allocated to Ealing Common depot.



Photo 393, by **Colin Lloyd**, added to LTSV on 28/02/2004.

Other than during World War 2, tippers have formed a very small part of the service vehicle fleet. A total of 8 Ford D-series vehicles was bought between 1970 and 1981, 2319F (CGT319X) being the last. Photographed on display at the Chiswick Works open day on 2nd July 1983, this was a D1210 model which lasted until 1993. It was replaced by a larger Mercedes-Benz (see photo 206).



Photo 394, by **Colin Lloyd**, added to LTSV on 28/02/2004.

2373F (MYL373X) was the first example of the Cargo, Ford's successor to the D-series, taken into stock. Arriving in May 1982, this 1313 Articulated Unit with crane was allocated variously to Parsons Green, Chiswick and Acton before being sold in March 1993. The picture above was taken at Chiswick on 13th August 1988 and shows the vehicle carrying a non-standard black front panel. Note the stabilisers between the wheels. These would be deployed when the crane was in operation.



Photo 395, by **Colin Lloyd**, added to LTSV on 28/02/2004.

2380F (NYR380F) was a Ford Cargo 1613 Dropside Lorry new in April 1983 and photographed some 5 years later at Chiswick. Note the locker below the bodywork, and also the cable-drum carrying trailer SEBT42 parked on the left.



Photo 396, by **Colin Lloyd**, added to LTSV on 28/02/2004.

The identification of former service vehicles is much easier when the livery is retained as in this example. 2381F (NYR381Y) was a Ford Cargo 1613 Dropside Lorry which was in stock from 1983 until 1993. During that time it was repainted white/blue, and this was still carried when it was photographed in Richmond on 12th August 2000 in the employ of a scaffolding contractor.



Photo 397, by **Colin Lloyd**, added to LTSV on 28/02/2004.

This unlikely looking combination was on display during an open day at Ash Grove bus garage on 3rd September 1983, although it would not have been able to venture far! 2382F (NYR382Y) had been delivered 6 months earlier and was a Ford Cargo 1913 Articulated Unit.



Photo 398, by **Colin Lloyd**, added to LTSV on 28/02/2004.

2396F (A396SJD) was a Ford Cargo 1613 Dropside Lorry which appears to have literally dropped its sides! New in 1983 it was photographed at Acton Works on 23rd January 1992, by which time it had also been repainted from grey to white/blue. Note the unusual positioning of the fleetnumber behind the door.



Photo 399, by **Colin Lloyd**, added to LTSV on 28/02/2004.

2398F (A398SJD) was a Ford Cargo 1613 Dropside Lorry that was new in 1983. It had obviously been spruced up for its appearance at the Chiswick Works open day on 11th August 1985. This vehicle was later used as a driver trainer by the London Coaches unit based at Wandsworth, and was also repainted to white/blue. It was sold in October 1996.



Photo 400, by **Colin Lloyd**, added to LTSV on 28/02/2004.

Four of the 30 Ford Cargo lorries operated by London Transport were box trucks, the first of which was 2404F (A404SJD). New in October 1983, it lasted long enough to be repainted into LUL livery, as seen in this February 1995 view at Trafalgar Square. Note that the fleetnumber has been squeezed into the traditional position on the front corner. On many Ford Cargos, the number was carried on the door or elsewhere.



Photo 401, by **Colin Lloyd**, added to LTSV on 28/02/2004.

By the time Ford replaced the D-series with the Cargo, London Transport had moved to a policy of multi-sourcing for its service vehicle fleet. As a result, in the 8 years from 1982 to 1990, just 30 Ford Cargos were bought, compared to over 100 Ford D-series lorries in the years 1970 to 1978. 2408F (A408SJD) was part of the second large batch, being delivered in October 1983 and lasting around 7 years. It was photographed at Uxbridge bus garage on 2nd March 1989 loaded with engineering crates, and a teddy bear! A red-backed London Buses sticker has been applied to the cab door.



Photo 402, by **Colin Lloyd**, added to LTSV on 28/02/2004.

Ford Cargo lorries continued to be bought in small numbers throughout the 1980s, alongside similar vehicles from Bedford, Dodge and Mercedes-Benz. From about 1986, the long-standing tradition of matching registration numbers to fleet numbers was abandoned. The result can be seen in this view of Ford Cargo 0809 Dropside Lorry 2436F, carrying D208YLK. The lighter 0809 model can be recognised by its smaller wheels and thinner mudguards. New in 1986, this vehicle was reportedly sold in July 1992, representing a shorter life than normal. When photographed at Fulwell garage on 28th June 1987, it was carrying the modified Distribution Services livery. At this time, Fulwell was being used a storage and disposal point for redundant buses.



Photo 403, by **Colin Lloyd**, added to LTSV on 28/02/2004.

A pair of Ford Cargo 1011 Box Trucks joined the fleet in 1986, numbered 2439F (C95WBY) and 2441F (C94WBY). The effect of the non-matching registrations is apparent. 2439F was photographed at Barking garage on 3rd November 1986, carrying the two-tone stripes and roundels of the Distribution Services livery. Compared to the earlier 1011 Box Truck (2404F in photo 651), these lorries were longer and featured side guard rails.

Photo 404, by **Colin Lloyd**, added to LTSV on 28/02/2004.

A batch of 4 Ford Cargo 0811 Dropside Lorries was bought in 1988, these being identifiable by having smaller wheels and narrower mudguards than the heavier 1011, 1313 and 1613 models. The batch spent much of their early lives based at bus garages. In the case of 2468F (E844HLM), photographed arriving at Bexleyheath garage on 28th March 1988, Catford garage was home. Bexleyheath had recently reopened as the base for the low-cost Bexleybus unit, one of whose rejuvenated DMS buses is seen departing in the background. The cream and blue livery was also carried by a handful of service vehicles, including 3353F (see photo 235).

Photo 405, by **Colin Lloyd**, added to LTSV on 28/02/2004.

The final Ford Cargo lorries to join the service vehicle fleet were a pair of 1313 Dropside Lorries bought in late 1990. These were the only examples fitted with a crew-cab, and also the only ones never to carry grey livery, arriving in the new LUL white/blue. The two vehicles had differences. 2498F (H208FLM), seen here at Acton on 27th February 1991, had a fold-away tail-lift which allowed the fitting of gate-type doors to the rear of the bodywork. 2499F (see photo 60) had a conventional tail-lift and also carried a winch.

Photo 406, by **Colin Lloyd**, added to LTSV on 28/02/2004.

One of the last pair of original-style Ford Cargo trucks bought, 2499F (H219FLM) was a Cargo 1313 Dropside Lorry with crew-cab, tail-lift and winch. These were delivered in LUL white/blue and remained in use until 2002. Photographed at Lambeth Palace on 6th May 1997.

Photo 407, by **Colin Lloyd**, added to LTSV on 28/02/2004.

The original Ford Cargo range was replaced in the early 1990s by an Iveco-designed version. All variants carry the same design of cab, but the mounting height gives an indication as to the weight and power.

- The 7.5 tonne version has flush mudguards and a single step into the cab. One service vehicle based on this model has been purchased and bodied as a mini-dustcart (see photo 702).
 - The 11-13 tonne version has slightly proud mudguards and two steps into the cab. Examples are 2535F (photo 408) and 2546F (photo 409).
 - The 17 tonne Super Cargo has wide mudguards and three steps into the cab, as seen in this view of 2522F, a 17-tonne Dropside Lorry at Acton Works on 2nd April 1993.
- In each case a different bumper moulding makes up the height on the front.

Photo 408, by **Colin Lloyd**, added to LTSV on 28/02/2004.

2535F (K273RL0) is the only new-style Cargo lorry to include a crew-cab. Mounted on a 130E15 chassis, this dropside lorry also features a very large tail-lift and was photographed at Parliament Square on 26th November 2001.

Photo 409, by **Colin Lloyd**, added to LTSV on 28/02/2004.

After receiving four IVECO-Ford Cargo dropside lorries in Spring 1993, a pair of demountable examples followed in the Autumn, with a further pair in 1995. These vehicles can carry a variety of bodies including dropsides as seen in this view of 2546F (K275RL0) passing Kings Cross station on 25th May 2001. The demountable examples can usually be recognised by their support legs, as visible underneath the body behind the rear wheel. This first pair were based on the 110E15 chassis and featured two-step cabs.



Photo 410, by **Colin Lloyd**, added to LTSV on 28/02/2004.

The second Cargo demountable delivered in 1993 was 2547F (K274RLO), and this is habitually fitted with a van body. Once again, the support legs behind the rear wheel reveal the true nature of the lorry. Photographed at Millbank on 23rd April 1998.



Photo 411, by **Colin Lloyd**, added to LTSV on 28/02/2004.

The pair of IVECO-Ford demountables delivered in 1995 were of the heavier-duty Super Cargo 170E18 model, recognisable by being longer and having higher-mounted cabs. This can be seen in the greater expanse of bumper beneath the headlights and also in the three access steps compared to the two on the earlier demountables. 2554F (N588FLE) was carrying a dropside body when caught on film at Millbank on 10th April 1997.



Photo 412, by **Colin Lloyd**, added to LTSV on 28/02/2004.

Bought in 1963 as an Auxiliary Breakdown Tender, 1282F (580EYU) survived by virtue of having been converted into a communications truck. As the last Ford Thames Trader in the fleet, it was retained when withdrawn in the early 1980s, and restored by the apprentices at Acton Works. Although it always carried red livery whilst active, it was repainted Chiswick green, as carried by the majority of contemporary lorries. It was seen on display at the Chiswick Works open day on 5th August 1984. The vehicle was still in stock as of late-2003.

Comment by *Medicmanlee* on 16/09/2013: Last seen at Rudwick steam fair West Sussex on August 25th 2013 has a COG***C REG now and looking very sad but now owned by a man that will restore it. I drove this once when it had 283 miles on the clock it now has 1052 miles.



Photo 413, by **Keith Grimes**, added to LTSV on 28/02/2004.

4 of the 30 Ford Cargo lorries bought as service vehicles were articulated units. 2394F (NYR394Y) is typical of these, being a Cargo 1913 new in March 1983 and pictured resting at Chiswick Works on 13th August 1988. 3 of the four vehicles, including this one, were withdrawn in March 1993. The lorry behind is a Cargo 0809 or 0811 dropside. The narrower mudguards and slightly lower height on this lighter model are apparent.



Photo 414, by **Phillip Hambling**, added to LTSV on 28/02/2004.

2392F (NYR392Y) was the first lightweight Ford Cargo delivered, arriving in March 1983. In this view taken at Calford garage on 17th September 1986, the smaller wheels of the 0809 model are apparent. The body was a very traditional 1/3-tilt dropside and the vehicle spent time allocated to bus garages at Upton Park, Peckham, Camberwell and Fulwell before its disposal in July 1990. It would appear that legal lettering vinyls intended for buses have been used on the cab and body-sides.



Photo 415, by **Alan Grinter**, added to LTSV on 04/03/2004.

One of several photos to have travelled half way across the world, this view of Ford Transit Dropside 5443F (KJ03DYT) was taken by Alan Grinter from Australia. Alan worked for LT in the 1960s before emigrating, and took this picture on a visit in November 2003.



Photo 416, by **Alan Grinter**, added to LTSV on 04/03/2004.

Many service vehicles are looked after by their regular drivers, which accounts for the oddly suburban settings they can sometimes be found in. This Ford Transit dropside numbered 5443F (KJ03DYT) was being used by the contributor's nephew, the picture being taken in November 2003.



Photo 417, by **Alan Grinter**, added to LTSV on 04/03/2004.

Bedford-Scammell articulated mobile canteen 702B has been in preservation for a number of years. In 1988 however it was looking a little neglected at Cobham bus museum.



Photo 418, by **Alan Grinter**, added to LTSV on 04/03/2004.

Another picture that has arrived via Australia, this fascinating 1978 view shows AEC Militant Master Breakdown Tender 1456MR pulling RM1542 out of a rather large hole. The bus had apparently been stolen and crashed.

Comment by *Ray* on 14/01/2006: The bus was from NX and the 'hole' was at Tower Hill.

Comment by *Ray* on 04/02/2006: There is another photo on p.41 of Capital Transport's 1976 London Transport Scrapbook. The incident occurred on Good Friday 1976.



Photo 419, by **Alan Grinter**, added to LTSV on 04/03/2004.

Taken in 1978, this picture shows a Routemaster bus being pulled out of a hole by AEC Militant 1456MR. RM1542 is the unfortunate bus and it had been stolen before crashing. Haven fallen into what looks like an excavated basement, the strength of the Routemaster design is apparent. The bus was repaired and remained in service until 1992.



Photo 420, by **Colin Lloyd**, added to LTSV on 04/03/2004.

An interesting picture taken at a breakers yard in Thamesmead on 15th November 1985 shows two former service vehicles awaiting their fate. On the left is AEC Militant Master Breakdown Tender 1457MR, identifiable by having two offside wing mirrors. It is carrying the registration number adopted after its sale (XGP389W), and was later to pass to bus company Blue Triangle. On the right is an AEC Mercury Tower Wagon, reportedly 1074Q (TXV907). The subsequent history of this vehicle is not known. Note that the Mercury retains its roof dome window.

Comment by *AECsouthall* on 06/11/2005: An excellent picture! But I'm terribly confused about which Militant is which!
 · XGP389W is at the Brooklands Museum in Surrey.
 · The Blue Triangle (now Imperial) Militant is registered Q888FLE.

BUT ... recent pictures of XGP389W show it has just one offside wing mirror and two on the nearside, as shown in early pictures of 1456MR. Q888FLE looks EXACTLY like the Militant in the above picture, with close-coupled twin wing mirrors on both sides.

Now this might sound barmy. Was the Militant above re-registered Q888FLE, and the reg XGP389W transferred to the Militant now at Brooklands?

Regards, Neil Fraser

Comment by *Ray* on 14/01/2006: The site is of the (later aborted) Thamesmead Bus Museum after it had moved into the Woolwich Industrial Estate (formerly at Woolwich New Road/John Wilson Street where Civic House now stands).



Photo 421, by **Colin Lloyd**, added to LTSV on 04/03/2004.

At least 27 former service vehicles have been preserved, although these tend to be of the larger or specialised types. It is pleasing therefore to record the survival of this cute little Ford Thames 100E 7-cwt van number 1096F (WXR859). New in June 1959, it was withdrawn as long ago as February 1965 and caught on film at the Cobham rally on 6th April 2003. It is interesting to consider that this vehicle entered service in the same month as the first production Routemaster buses, some of which are still in use today.



Photo 422, by **Colin Lloyd**, added to LTSV on 04/03/2004.

Pictured on display at the Acton Works open day on 2nd July 1983 is 2251B (EUC300V), a Bedford KGA articulated lorry with TK style cab.



Photo 423, by **Colin Lloyd**, added to LTSV on 04/03/2004.

Prior to the advent of the T45 range in 1980 and Roadrunner in 1984, many Leyland trucks were fitted with what was known as the G-cab. A variety of models were produced although only two types were bought by London Transport, namely the Boxer and Terrier. The Boxer was the rarer of the two, with just 2 trucks arriving in January 1982. 2302L (CGT302X) was a plain dropside lorry which spent its entire life allocated to Chiswick, where it was photographed on 19th February 1986. It was withdrawn in July 1988.



Photo 424, by **Colin Lloyd**, added to LTSV on 04/03/2004.

Stockwell bus garage was a maintenance centre for the service vehicle and was a location I visited many times as a youth. I couldn't resist including this shot which shows part of the incredible, arched concrete roof, award-winning in its day. The vehicle is 2314D (CGT314X), a Dodge Commando G1085 dropside lorry with crew-cab and tail-lift, new in October 1981. One of 27 Commando lorries bought in the early 1980s, it was withdrawn by February 1991. Picture taken on 4th March 1984.



Photo 425, by **Colin Lloyd**, added to LTSV on 04/03/2004.

After years of almost complete reliance on Ford products, multi-sourcing became the order of the day in the early 1980s. The reasons for this are not known, and Ford trucks continued to be used alongside numbers of Bedfords and Dodges. This picture taken at Acton Works on 30th May 1990 provides an interesting comparison between two of the designs. In the foreground is Dodge Commando G13 dropside lorry 2383D (NYR383Y) new in March 1983 and withdrawn exactly 10 years later. Behind is the first Ford Cargo, 2373D (MYL373X), a 1313 articulated unit with crane. New in May 1982, this was withdrawn in the same month as 2383D (March 1993). Also apparent is the standard livery and lettering of the time.



Photo 426, by **Colin Lloyd**, added to LTSV on 04/03/2004.

The very first picture on this website showed a newish 2389L on display at Chiswick works in 1983 (see photo 92). A few years later on 19th February 1987, the same vehicle was seen at the same location, earning its keep. Changes in the intervening period have seen the livery enhanced with short-lived Distribution Services striping, and the bumper painted from black to grey and adorned with a GLC exemption sticker. One of only 2 Cruiser artics, 2389L was withdrawn in about 1989.



Photo 427, by **Colin Lloyd**, added to LTSV on 04/03/2004.

Four Leyland Freighter bus recovery trucks were delivered in October 1984, joining two already in the fleet. All initially ran on trade plates but this batch was later allocated numbers in the B73xXJD series. At least two were subsequently rebuilt with modernised lifting gear and new side panels, and these went on to serve the bus operating units created in 1989, London General taking 2415L. Running from the garage at Merton, it was pictured towing a Routemaster bus through Victoria on 20th July 1992.



Photo 428, by **Colin Lloyd**, added to LTSV on 04/03/2004.

The first Mercedes-Benz service vehicles arrived in April 1986 and comprised a mixed batch of 307D trucks. At least two were curtainsiders like 2426M (C712VOY), pictured at Grosvenor Gardens, Victoria on 9th July 1991 (my 20th birthday!). Prior to the adoption of LUL livery in 1990, a variety of enhancements to the traditional grey livery were used. Shown here are boxed Distribution Services stickers as seen also on 2464L (see photo 429).



Photo 429, by **Colin Lloyd**, added to LTSV on 04/03/2004.

2464L (E693GLT) was a unique vehicle. As well as being the last Leyland T45 truck bought, it was also the only one to feature the raised cab roof which was normally used to provide sleeping accommodation for the driver. Whether this was the case on this vehicle, which obviously spent most of its life in London, is unknown. A larger than normal tail-lift was also fitted, together with a small canvas tilt. Latterly allocated to the Lifts and Escalators department, it could often be found at Griffith House, and it may not have been withdrawn until the arrival of MAN 2579 (see photo 37) in 2002. Photographed on 27th February 1991 visiting Acton Works.



Photo 430, by **Colin Lloyd**, added to LTSV on 04/03/2004.

Mercedes-Benz 1726 articulated unit 2474M (G227YLT) arrived in February 1990 in this non-standard red livery but was soon repainted into the new white/blue livery. Photographed on the 28th of that month at Acton Works, the vehicle later lost the roof-mounted air-dam, although the sun visor was retained (see photo 55). The cab is extended to allow the fitting of a bunk behind the driving seat. Compare to the standard Mercedes-Benz SK cab in photo 9.



Photo 431, by **Colin Lloyd**, added to LTSV on 04/03/2004.

Three Mercedes-Benz 408D dropside trucks with crew-cabs and tail-lifts were delivered in April 1990, being among the first to carry the new, LUL-inspired livery. 2475M (G921ALM) was photographed at Acton Works on 29th April 1992, showing signs of two year's use. The extended mirrors on these narrow cabbed vehicles are notable.



Photo 432, by **Colin Lloyd**, added to LTSV on 04/03/2004.

Pictures of this lorry have appeared on this site before (photos 345 and 141). 2490M (H221FLB) was notable for being the only Mercedes-Benz LN-series box truck, and also for being delivered in this curious red and white livery. Visible here is the unusual use of black lettering on red, and also the side access door, complementing the rear roller door and tail-lift. Pictured at Acton Works on 29th April 1992.



Photo 433, by **Colin Lloyd**, added to LTSV on 04/03/2004.

A pair of Sherpa vans, by then badged as Freight Rover products, pictured at Chiswick works on 5th August 1984. On the left is 3002L (LHW792Y) of 1982, while 1984-vintage 3150L (A565YTF) is on the right. Note the change in appearance that has resulted from the switch from round to square headlamps. The vehicle in the background is a Ford Parcel Van.



Photo 434, by **Colin Lloyd**, added to LTSV on 04/03/2004.

Ford Escort vans have formed a staple part of the service vehicle fleet since the late 1960s. The early 1980s model was quite angular and featured a very narrow side window behind the doors. 3004F (KOR238Y), delivered in 1982 is a typical example except for the fact that it carries large gold roundels. This may have been associated with its allocation to Battersea garage, where it was photographed on 29th March 1986. This garage, closed in November 1985, was reopened the following year as the base for the Commercial Operations Unit, including a fleet of Routemaster buses used on sightseeing tours.



Photo 435, by **Colin Lloyd**, added to LTSV on 04/03/2004.

The appearance of vehicles numbered in the 3000+ range surprised enthusiasts in 1982. A decision had been taken to number leased vehicles in a separate series, the traditional range being retained for purchased (and usually, larger) vehicles. 3038F was an example of the new series, being a Ford Transit 190 van allocated to the Lifts & Escalators Division at Griffith House, where it was photographed on 23rd April 1985. The design looks dated now with its curvaceous lines, flared wheel-arches and sliding cab door.

Photo 436, by **Colin Lloyd**, added to LTSV on 04/03/2004.

While Ford Transits were the standard mid-sized van, the publicity department displayed a preference for the broadly similar Bedford CF. The design was updated in the early 1980s with a more angular bonnet while retaining the overall body shape and sliding doors. Typical of a large batch leased in 1982, 3092B (MHY265Y) was photographed at Edgware Station on 20th July 1985. A further batch that replaced these in 1987 turned out to be the last.

Photo 437, by **Colin Lloyd**, added to LTSV on 04/03/2004.

Vehicles used by bus control inspectors have included cars, estates and vans but they were all readily identifiable by their roof-mounted roundels. The 1984 generation were Bedford Astra vans like 3272B (A427SCR), photographed outside Walthamstow bus garage on 20th September 1985. These vehicles were frequently the most short-lived in the fleet, often being replaced every one or two years.

Photo 438, by **Colin Lloyd**, added to LTSV on 04/03/2004.

The Bedford/Vauxhall Astra was revamped in the mid-1980s and given smoother lines. One of 15 Astra 1.3S vans leased in Spring 1986, 3361B (C881FME) was allocated to the Works & Buildings department. As seen in this picture taken at Chiswick Works on 1st April 1986, this department was one of the first to deviate from the standard service vehicle livery. 3361B lasted just under 4 years.

Photo 439, by **Colin Lloyd**, added to LTSV on 04/03/2004.

The appearance in 2004 of LUL-liveried vehicles in bus support roles (see 5469F in photo 349 and 5470F in photo 443) is not apparently new! This picture taken on Oxford Street on 10th July 1998 shows Ford Escort 1.8LD estate car 4568F (N404SPE) in white/blue with London Transport Buses lettering. The car was ordered in white livery for use by the Passenger Data department, but arrived in full white/blue. The livery was retained and the vehicle was later operated privately by LTB staff.



Photo 440, by **Colin Lloyd**, added to LTSV on 04/03/2004.

Prior to the arrival of quantities of Vauxhall Zafira and Ford Galaxy people movers in the fleet in 2003, the use of such vehicles was limited. One of the first was 4717F (P532PGJ), a Ford Galaxy 2.0GLXI 7-seater, photographed at Limehouse on 10th March 1999. Cars and light vans in LUL livery only have the blue skirt added between the wheels. This is usually disguised by the use of black front and rear bumpers.



Photo 441, by **Colin Lloyd**, added to LTSV on 04/03/2004.

The Ford Escort model was revamped for the last time in the mid-1990s, gaining an elliptical grille. 4858F (S986TMY) was one of a batch of 21 1.8TD vans received in 1999 which were unusual in carrying consecutive registration numbers (S982-998TMY, S32-36UMY), although these still did not match the fleetnumbers. Pictured at Stratford Broadway on 8th November 2000.



Photo 442, by **Colin Lloyd**, added to LTSV on 04/03/2004.

Ford Transit vans have for some time been available in three different heights, as well as a variety of lengths. The tallest and longest vans are known as jumbos and here is an example of a Mark 5 Transit Jumbo. 4950F (T704MPP) delivered in 1999 was lettered for London Underground, Lifts Escalators and Pumps. The extra length is evident by the short centre panel, while the height has necessitated the use of extended supports for the roof bars. A thin metal box is mounted on the roof, together with flashing lights, and the vehicle also has non-standard, flared rear wheelarches. Photographed at Victoria station on 27th March 2001.



Photo 443, by **Thomas Young**, added to LTSV on 04/03/2004.

Tube Lines is the trading name of the infrastructure consortium responsible for the Jubilee, Northern and Piccadilly Lines, hence the colours on the logo. However, none of these lines go anywhere near Kingston, where this picture was taken on 29th February 2004. 5470F (KJ03DYW), a semi-high-top Ford Transit Van, was seen in Cromwell Road bus station on several occasions and was most likely standing in for an LBSL away for maintenance. Unlike 5469F (see photo 349), it carried no indication of its temporary usage.



Photo 444, by **Thomas Young**, added to LTSV on 04/03/2004.

Leap Year's day 2004 was a bright sunny day, apart from a brief but heavy snowstorm which coincided with my visiting Morden station. Parked behind the station was this Ford Transit 90 T350 semi-high-roof van number 5487F (KJ03DRV). The fitting of roof bars appears to have become standard on vans of this type from about 2002.



Photo 445, by **Colin Lloyd**, added to LTSV on 10/03/2004.

Although showing no outward signs of it, this Land Rover was operated by the Westlink bus operation from about 1989. TJH268Y was photographed at Hounslow on 23rd June 1989.



Photo 446, by **Colin Lloyd**, added to LTSV on 10/03/2004.

London Coaches was one of the first offshoots from London Buses, and operated commuter coaches as well as the round London sight-seeing tour. To train its drivers, a pair of DAF articulated lorries were acquired in 1989/1990 and painted in the smart red livery with gold lettering. DAF 2500 A869GRU was photographed at Wandsworth garage on 9th April 1989, and was later given the fleetnumber DT1. Driver training has more recently been performed by a Volvo/Duple coach in Arriva livery.



Photo 447, by **Colin Lloyd**, added to LTSV on 10/03/2004.

The tendering of bus routes in London has led to increasing instances of operations remote from garages. This is in turn led to the requirement for crew ferry vehicles, to transport the crews from the bus garages to route terminals or changeover points. London taxis are ideal for this job and presumably quite cheap to acquire. East London used this black FX4, C277CUU, which was given the fleetnumber SD1, referring to its home base of Stratford bus garage (SD). It was photographed at Stratford on 16th November 1993.



Photo 448, by **Colin Lloyd**, added to LTSV on 10/03/2004.

Between 1994 and 1998 the London Northern bus operating unit was owned by MTL, a company formed through the privatisation of Merseybus. During that time, Atlas Bus and R&I Buses were acquired, and the overall operation was branded as MTL London with a plain red livery. The origin of this Ford Escort van (D783DLM) photographed at Brent Cross bus station on 1st March 1996 are unknown, but it was probably being used as an engineering support or crew transfer van. MTL London was purchased by Metroline in 1998.



Photo 449, by **Colin Lloyd**, added to LTSV on 10/03/2004.

Centrewest bought 3 long-wheelbase Leyland DAF 400 vans in 1989 for use as engineering runabouts. F811SLU was seen outside its home garage of Alperton on 1st December 1990, but was destined to be withdrawn the following year. This design of van evolved from the Leyland (later Freight Rover) Sherpa.



Photo 450, by **Colin Lloyd**, added to LTSV on 10/03/2004.

Photographed at Liverpool Street bus station on 18th July 1992, G155SAV was a Ford Escort 3-door estate car operated by London General.

Photo 451, by **Colin Lloyd**, added to LTSV on 10/03/2004.

Metroline acquired its first new service vehicles in 1991 with a batch of 4 Ford vans. 3 were Escorts like H741GLW, seen here at Edgware bus station on 28th April 1992, while the 4th was a Transit (see next photo).

Photo 452, by **Colin Lloyd**, added to LTSV on 10/03/2004.

H744GLW was one of 4 Ford vans acquired by Metroline in 1991, and was the only Transit. Pictured approaching its home base of Edgware on 9th April 1992, the red livery is enhanced with the unit logo and large London Buses roundel. Note also the smart wheeltrims.

Photo 453, by **Colin Lloyd**, added to LTSV on 10/03/2004.

Westlink was an early user of non-CDS service vehicles, running Ford Fiesta vans as crew transfer vehicles. The practice continued when the operation was taken over by London United and this example, numbered 2 (J522LLU), carried both fleetnames when caught on film at Hatton Cross on 15th December 2001.



Photo 454, by **Colin Lloyd**, added to LTSV on 10/03/2004.

Captured passing through Morden at speed, this Ford Escort van seen on 15th February 1997, was clearly being operated by London General.



Photo 455, by **Colin Lloyd**, added to LTSV on 10/03/2004.

Neither Grey nor Green, this blue Ford Transit (056, K206EKW) was being operated as a crew-transfer vehicle by what had by then become Arriva London North East. The van appears to be a Combi model with longitudinal bench seats. Photographed at an unknown location (!) on 9th March 2000.



Photo 456, by **Colin Lloyd**, added to LTSV on 10/03/2004.

A long and convoluted evolution has seen First wind up with sizeable bus operations in both East and West London, with a smaller outpost in the Orpington. The use of local names has been phased out in favour of the sort of branding seen here. K365OBG is a Ford Transit dropside truck photographed at Uxbridge on 23rd August 2003.



Photo 457, by **Colin Lloyd**, added to LTSV on 10/03/2004.

London General began operating its own fleet of service vehicles in 1993 when it acquired a neatly numbered batch of Ford vans. LGF1 (K781MGK) was the only Escort van operated, and was allocated to Stockwell garage. Photographed at Victoria bus station on 30th January 1993.



Photo 458, by **Colin Lloyd**, added to LTSV on 10/03/2004.

London General started a new number series for its service vehicles in 1993, although this seems to have fallen out of use following its take-over by the Go-Ahead group. One of the first batch was LGF4 (K784MGK), a Ford Transit 75 van allocated to Putney garage and seen near home on 19th May 1993.



Photo 459, by **Colin Lloyd**, added to LTSV on 10/03/2004.

This long-wheelbase Ford Transit van was acquired by the South London bus operating unit in 1994. Now part of the Arriva empire, the van was in red livery when photographed in Lower Grosvenor Place, Victoria, on 5th July 1999, but was later repainted white.



Photo 460, by **Colin Lloyd**, added to LTSV on 10/03/2004.

This Mercedes-Benz 814 dropside lorry was acquired by the Cowie group in 1995 and used by its South London and Leaside bus operating subsidiaries. It is very similar to the batch bought by CDS in 1990 (2485-2487M & 2489M), one of which also went on to serve Cowie. Photographed in an anonymous condition at Elephant and Castle on 10th March 2000.



Photo 461, by **Colin Lloyd**, added to LTSV on 10/03/2004.

The First bus operations in East London have had a colourful history, being known as Ensignbus and Capital Citybus in earlier incarnations. Now the vehicles just carry the branding of the parent, as seen on this Ford Transit van (M183RUR) at Ilford on 13th December 2001. A High-Roof example, it carries reflective striping and a spotlight for use when attending bus breakdowns at night.



Photo 462, by **Colin Lloyd**, added to LTSV on 10/03/2004.

Identification of service vehicles is made harder when companies choose not to paint or letter them prominently. This LDV 400 dropside (M783ARV) was caught leaving Hounslow bus station/garage on 26th August 2001, and may have been dismissed as a contractor's vehicle but for two points. Firstly, the letters AV on the light bar form the code used by London Transport for Hounslow garage. Secondly, a sister vehicle complete with lettering has also been photographed.



Photo 463, by **Colin Lloyd**, added to LTSV on 10/03/2004.

This smart LDV 400 dropside (M784ARV) operated by London United was photographed outside Victoria Coach Station on 14th July 1995. The location would suggest the vehicle was allocated to either Shepherds Bush or Stamford Brook garage. Similar M783ARV was based at Hounslow.



Photo 464, by **Colin Lloyd**, added to LTSV on 10/03/2004.

Passing through Vauxhall on 22nd March 2000, this Leyland DAF 45 curtain-sided lorry was operated by London Central. The 45 model was based on the earlier Leyland Roadrunner, and this is the only example of the type known to have operated as a service vehicle.



Photo 465, by **Colin Lloyd**, added to LTSV on 10/03/2004.

Carrying the fleet number 095, this high-roof Ford Transit Van (N67WKP) was being operated by First Capital when pictured at Edmonton Green bus station on 2nd December 1999.



Photo 466, by **Colin Lloyd**, added to LTSV on 10/03/2004.

With prominent lettering advertising its function, N546HPP of Metroline could often be seen parked at locations around central London, on standby to attend any bus breakdowns. An example of the mark 5 Jumbo Ford Transit, it was later replaced by a Mercedes-Benz Sprinter. Grosvenor Gardens, 13th September 1999.



Photo 467, by **Colin Lloyd**, added to LTSV on 10/03/2004.

Another high-roof Ford Transit van used as an engineering support vehicle was Stagecoach Selkent S508VMY, photographed at Woolwich on 23rd January 1999.



Photo 468, by **Colin Lloyd**, added to LTSV on 10/03/2004.

The high-roof Ford Transit van was popular as an engineering support vehicle with the bus companies. London General T660NGW was unusual for being a shorter-wheelbase model than most. Pictured at Parliament Square on 4th December 2001.



Photo 469, by **Colin Lloyd**, added to LTSV on 10/03/2004.

With a non-standard blue-stripe on its red livery, Ford Transit van T799TTW was allocated to the Greenford garage of First Centrewest, and was caught on film at Ealing Broadway on 23rd September 2003.



Photo 470, by **Colin Lloyd**, added to LTSV on 10/03/2004.

London Central is now part of the Go-Ahead group together with London General and Metrobus. For engineering support, they operated this mark 6 Ford Transit van W481TGX, photographed at Victoria on 5th February 2001.



Photo 471, by **Colin Lloyd**, added to LTSV on 10/03/2004.

Metroline have an engineering van on standby in central London which is able to deal with any bus breakdowns. Originally a Ford Transit van, a Mercedes-Benz Sprinter 311 replaced this in 2002. WV51PZE was photographed near its home depot at Willesden on 23rd March 2002.



Photo 472, by **Colin Lloyd**, added to LTSV on 10/03/2004.

This smart Vauxhall Combo van was photographed at Victoria in late 2003 in use by First.



Photo 473, by **Dave Heath**, added to LTSV on 10/03/2004.

Like several other operators, Epsom Buses saw the usefulness of the FX4 taxi as a crew ferry vehicle. Painted in red livery with Quality Line branding, F198OYH was photographed by Dave Heath on Christmas Eve 2001.

Photo 474, by **Phillip Hambling**, added to LTSV on 10/03/2004.

The Ford Transit dropside became common as a service vehicle in the early 1990s. However, very few of the earlier mark 2 model were operated. A966KEH, which was used by the Kingston Bus operation, was acquired second-hand. Kingston Bus was an early attempt at localised service branding, and resulted from tendering wins in the 1980s. It was later subsumed into what became London United and Westlink. The smart truck, with crew-cab, is seen at the unlikely location of Stockwell bus garage, perhaps collecting spares for the elderly DMS buses which formed the basis of the Kingston Bus operation.

Photo 475, by **Colin Lloyd**, added to LTSV on 17/03/2004.

The fleetnumber 1234F was allocated in 1961 to a Ford Thames Trader Dropside Lorry which was in stock until 1972. However, when a Leyland National bus was acquired for conversion into a mobile shop in 1982, the number was re-used. The number was chosen as it tied in with the LT enquiry telephone number of 01-222-1234. 1234L (SCO422L) was new to Plymouth City Transport in 1972, and saw much use during LT's Golden Jubilee celebrations in 1983. In April 1984 it was moved to Clapham bus garage for storage, where it was photographed on 13th January 1985. It was later stored at Southall, Chiswick and Acton before finally being sold in June 1989. Parked behind is one of the five AEC Swift buses also converted into service vehicles. These all retained their original or modified bus numbers, and were used as mobile recruitment offices, classrooms and stores.

Photo 476, by **Colin Lloyd**, added to LTSV on 17/03/2004.

London Transport conducted its own scientific research from a site within Chiswick works. This was augmented in July 1982 by the delivery of a mobile laboratory based on a Dodge S56 chassis and numbered 2375D (MYL375X). This vehicle carried a non-standard blue and grey and livery and lasted until the early 1990s. It was photographed at Victoria station on 18th April 1987 in the company of 2457B (D66ALO), the only Bedford Midi in the owned series, which performed a similar function.

Photo 477, by **Colin Lloyd**, added to LTSV on 17/03/2004.

Another type that saw only very limited use by London Transport was the British Leyland Mini Metro. Two examples were leased in 1982, of which 3113L (KHU504X) was caught entering Chiswick works on 20th June 1986.



Photo 478, by **Colin Lloyd**, added to LTSV on 17/03/2004.

With just 91 examples operated between 1977 and 1990, the Bedford CF was not half as common as the Ford Transit. Rarer still were examples built as dropside trucks, of which there were just 4. Colin Lloyd found one of these, 3147B (A537EEF), at Glenthorne Road, Hammersmith, on 17th September 1984. A full-length canvas tilt was fitted.



Photo 479, by **Colin Lloyd**, added to LTSV on 17/03/2004.

Found parked inside Kingston bus garage on 28th June 1987, 3355F (C532OVO) was the first Ford Transit Dropside to be operated by London Transport, and the only example of the mark 2 variant. New in 1986, it was later allocated to the Docklands Light Railway, being withdrawn in December 1990.



Photo 480, by **Colin Lloyd**, added to LTSV on 17/03/2004.

A total of 25 Peugeot 504s were taken into the leased fleet between 1987 and 1993. Most were pick-ups used as engineering run-about by bus garages. The last batch, received in 1993, were all allocated to garages in East London, and passed to the bus company of the same name upon privatisation. When photographed at East Ham on 5th May 2000, 4208P (K297OLW) had lost its fleetnumber and gained Stagecoach logos. The use of a tail-lift on vehicles of this size is most unusual.

Photo 481, by **Colin Lloyd**, added to LTSV on 17/03/2004.

The history of the Sherpa design is complicated! Leyland, Freight Rover, Leyland-DAF and LDV badges have all appeared on the type, and it evolved into two distinct types. The larger of the two was known as the 400 model, and a few of these have been used as service vehicles. The last example taken by CDS arrived in 1992 as 4216L (K182UWL), almost 4 years since the previous. It was also the only Sherpa known to have carried the new LUL livery, as seen in this view at Hyde Park Corner on 18th July 1996.

Photo 482, by **Colin Lloyd**, added to LTSV on 17/03/2004.

The truck that wants to be a train! Besides the road fleet, London Underground operates a number of railway vehicles in the support role. Locomotives used to haul engineers trains are numbered in the Lxx series and have included steam, diesel, battery and electric powered examples. When a Mercedes-Benz Unimog road/rail vehicle was bought in 1983, it was decided to number it in the railway series and it became L84, as seen in this photograph taken at Acton Works on 1st August 1991. Classified as a depot shunter, L84 (and similar L85) carry registration numbers to enable their use on public roads when necessary. The tiny rail wheels can be seen here in the raised position, in front of the front axle and behind the rear. On the bumper is an air pipe which would be used to operate the brakes of any train being moved, although the actual coupling is obscured. L84 and L85 are usually to be found at either Lillie Bridge or Ealing Common depots.

Photo 483, by **Colin Lloyd**, added to LTSV on 17/03/2004.

Two tanker trailers were acquired in 1983 for the carriage of water. Trailers are numbered in their own series with a T prefixed by a manufacturer's code. This view taken at Acton works on 8th May 1989 shows 2500-gallon capacity BT30 and 3500-gallon DT31. Both were sold in 1995.

Photo 484, by **Colin Lloyd**, added to LTSV on 17/03/2004.

This picture was included as it was originally thought to show an un-numbered service vehicle. Ford Courier van N159FPX was seen in a very LUL-like livery at Baker Street, an area notable for SV activity. It has however not appeared on any fleetlists. This picture does serve to illustrate the early design of the Ford Courier van though. A later version can be seen in the form of 5263F.

Photo 485, by **Colin Lloyd**, added to LTSV on 17/03/2004.

Photographed leaving Cromwell Road bus station in Kingston on 26th November 2002, N511UDP was a Vauxhall Brava operated by London United and almost certainly a former AA vehicle.

Photo 486, by **Colin Lloyd**, added to LTSV on 17/03/2004.

With many services now contracted out, vehicles owned by other organisations can often be seen carrying the London Transport roundel. Usually these are secondary to the contractor's own name, making identification fairly straightforward. Some however can easily be mistaken for genuine service vehicles. An example is this high-roofed Iveco Daily 35S11 van (W875ULH) photographed at Trafalgar Square on 16th June 2003. The only lettering carried reads Maintaining bus stops and shelters on behalf of London Buses.

Photo 487, by **Dave Heath**, added to LTSV on 17/03/2004.

The car that wanted to be a bus! As other examples have illustrated, one of the more recent roles of service vehicles is that of crew ferrying, taking bus crews from operating centres to route terminals. Armchair Passenger Transport tendered for quite a range of routes across West London, many of which were remote from the depot at Brentford. To facilitate these, a fleet of so-called Crew Buses was operated, including this Ford Courier numbered 3 (P799APK) and photographed at Richmond bus station on 3rd February 2001. This design of vehicle is more commonly seen as a van, the windowed version being mainly used for wheelchair carrying functions.



Photo 488, by **Keith Grimes**, added to LTSV on 17/03/2004.

Land Rover 1761LR (MGX913L) has led a charmed life. After being withdrawn in 1982 it was handed over to the apprentices at Acton works for renovation as part of their training. It then became a display vehicle in a semi-preserved state. After a spell in this role at Norwood garage in South London, it was moved to North Street, Romford, where it was apparently used as a rapid response vehicle by the garage engineers! Initially in grey and cream, it was repainted red upon restoration. By the time this picture was taken at the North Weald rally on 26th June 1995, it had been repainted again, this time into a non-standard green livery with cream wheels and gold Stagecoach logos. Reports of the current status of this vehicle would be appreciated.



Photo 489, by **Keith Grimes**, added to LTSV on 17/03/2004.

2425M (C711VOY) was one of the first batch of Mercedes-Benz service vehicles bought by London Transport, and was also the first to be withdrawn. The reason for this is apparent in this view taken at Chiswick works on 13th August 1988. The Dodge van parked alongside was also photographed.



Photo 490, by **Keith Grimes**, added to LTSV on 17/03/2004.

One of the most impressive and eye-catching additions to the service vehicle fleet in recent years has been this Foden tanker operated by Arriva London. As the livery suggests, YLX794X was acquired from the Ministry of Defence, with whom it had been registered 54AD49. With a 28,000 litre capacity, the vehicle was bought in 2000 as a response to the fuel shortages caused by industrial action. Photographed at the North Weald rally on 24th June 2001.

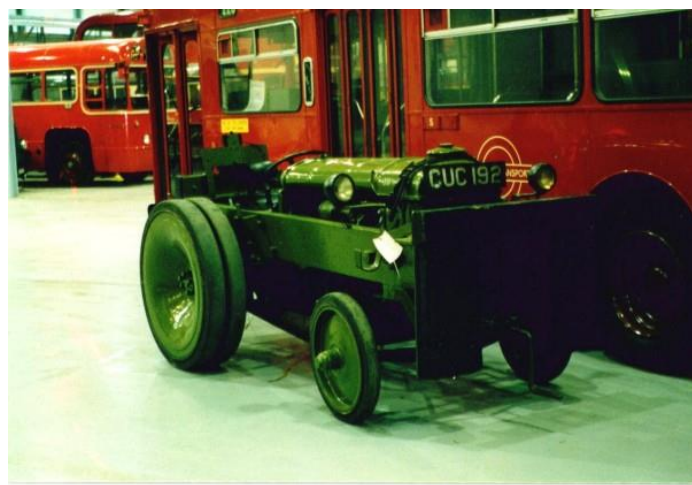


Photo 491, by **Kim Rennie**, added to LTSV on 17/03/2004.

A remarkable survivor, now in the hands of the London Transport Museum, is 351X (CUC192), a Fordson 1 3/4 ton tractor new in February 1937 and withdrawn in January 1960. Tractors were often used by London Transport for shunting buses, trams and trolleybuses around depots and works. Large buffing plates were usually fitted to front and rear to facilitate this function, and many of the vehicles were not road licensed.



Photo 492, by **Kim Rennie**, added to LTSV on 17/03/2004.

In 2004, news was received that Bedford TL tanker 2274B was still in existence, stored at Stockwell garage, some 11 years after its withdrawal. Rivalling this record is the vehicle shown here. 2139F (YYH139F) was one of 7 Ford D box trucks painted red for emergency use. Withdrawn by February 1991, it has remained at Ealing Common depot to this day.



Photo 493, by **Kim Rennie**, added to LTSV on 17/03/2004.

As many of the pictures on this site show, bus station support vehicles are typically medium-sized vans such as Ford Transits or, as seen here, Vauxhall Movanos. These carry a variety of equipment to enable them to deal with incidents and bus route diversions. Inside the front of 5206V (Y358SLD), photographed at Bow in February 2004, can be seen a rack containing temporary bus stop poles, flags and bases, shovels and brooms, and a cabinet for notices and timetables.



Photo 494, by **Kim Rennie**, added to LTSV on 17/03/2004.

A view inside Vauxhall Movano van 5206V (Y358SLD), photographed at Bow in February 2004, shows some of the equipment carried. This includes a spare tyre, diversion signs, traffic cones, spillage absorbing sand, ladder and work-bench.



Photo 495, by **Kim Rennie**, added to LTSV on 17/03/2004.

Hardly a service vehicle in the traditional sense of the phrase, this electric ride-on truck was photographed at Neasden depot in 2001. What is notable about it is the fact that it was built in 1935, when London Transport was also buying STL buses and replacing trams with trolleybuses! In the background is Vauxhall Astra van 4778B (R816SPX).

Comment by *Steve* on 28/10/2005: It was built in 1937, I have the original paperwork! It was withdrawn from service in Mid 2003 purely because of new regulations. Should it have got a long service award for 66 years service?



Photo 496, by **Richard Eversden**, added to LTSV on 17/03/2004.

From the mid-1980s, service vehicles started appearing in an increasing variety of liveries, often without lettering. Identification of these was only possible through the published lists based on official information. The photographer of this anonymous dark blue Ford Fiesta van was either lucky or clued-up, as it is in fact 3963F (G362JWP). New in May 1990, it was allocated to Wood Green garage, though found at Enfield garage on 22nd June 1991.



Photo 497, by **Colin Lloyd**, added to LTSV on 30/03/2004.

Parked at Telstar House, Paddington on 9th October 1986, 3018F (LBK240Y) is an example of the Ford Transit Kombi van, adapted to carry either passengers or goods. This was achieved through the use of folding seats, although the exact configuration is not clear in this view.



Photo 498, by **Colin Lloyd**, added to LTSV on 30/03/2004.

The Vauxhall Chevette model was nearing the end of its life when London Transport started taking examples in 1980. A total of 45 were received, all except eight of which were estate cars. A further two of the similar Chevanne model were also taken. 3074B (KHU165X), photographed at Chiswick on 5th August 1984, shows the model in its most recognisable role, that of the Inspector's car. Such vehicles have always had short working lives with London Transport and 3074B was withdrawn after just two year's use allocated to Ash Grove garage.



Photo 499, by **Colin Lloyd**, added to LTSV on 30/03/2004.

The HA van was an unsuccessful attempt by Bedford to compete with the Ford Escort Van. 74 examples of the type were taken as service vehicles, the last six of which were numbered into the leased series. One of these final six was 3081B (MHY251Y), leased in 1982 and photographed at its home depot of Grosvenor Gardens on 23rd February 1985.



Photo 500, by **Colin Lloyd**, added to LTSV on 30/03/2004.

The only notable feature of this 3-door Ford Escort 1100 Estate car is the positioning of the fleetnumber further forward than normal. 3129F (HKN947Y) was new in 1983 and allocated to Manor House, though photographed at Chiswick works on 11th August 1985. The cab door lettering reads General Manager (Catering).

Comment by *Thomas Young* on 16/04/2011: This is a Mk III Ford Escort.