



# **LONDON TRANSPORT SERVICE VEHICLES**

## **FLEET INFORMATION**

### **Part 3b – Photographs 501 to 1000**

**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 13<sup>th</sup> 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 They may therefore contain incorrect assumptions or superseded information.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 31<sup>st</sup> 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 501 to 1000, originally published between March 2004 and September 2005.

**Thomas Young, Abbey Wood, April 2021**



Photo 501, by **Colin Lloyd**, added to LTSV on 30/03/2004.

Three Sherpa vans were delivered in red livery in 1983/84, along with a larger number of grey examples. 3152L (A561YTF) was allocated to Wood Green garage, where it was photographed on 20th July 1985, and featured sliding cab doors.



Photo 502, by **Colin Lloyd**, added to LTSV on 30/03/2004.

Sherpa vans, badged as Freight Rovers, were used by the cleaning services department in the early 1980s. 3159L (A717AJB), seen on the fuelling bay at Victoria garage on 14th April 1984, was allocated to nearby Grosvenor Gardens. In the background is Leyland National mobile shop 1234L, and a Green Line RB coach.



Photo 503, by **Colin Lloyd**, added to LTSV on 30/03/2004.

The cleaning services fleet was updated in 1984 with a batch of 15 Freight Rover Sherpa 230D vans. Seen at White City on the 4th of March were 3166L (A723AJB), 3163L (A720AJB), 3167L (A724AJB) and 3165L (A722AJB). All feature hinged cab doors, while earlier examples sometimes had sliding doors. All were withdrawn by the end of 1988.



Photo 504, by **Colin Lloyd**, added to LTSV on 30/03/2004.

In the 1970s and 1980s service vehicles were almost always painted either red or grey. Unexplained exceptions included this Bedford Astra 1300 Van numbered 3171B (FNK91Y) which was leased in 1984. Allocated to Chiswick, it was seen entering the works on 19th February 1987.



Photo 505, by **Colin Lloyd**, added to LTSV on 30/03/2004.

The high-roof version of the Mark 2 Ford Transit van had a pleasantly rounded appearance to it, as seen in this view of 3199F (B270TKE). This long-wheelbase 190 model was allocated to the Central Line depot at Ruislip but was caught on film on 10th June 1987 at the other end of the line at Chigwell.



Photo 506, by **Colin Lloyd**, added to LTSV on 30/03/2004.

On the South side of the railway line at Golders Green, adjacent to the bus station, is an electrical sub-station, and service vehicles can often be seen parked there. On 11th August 1986 Ford Transit 100 Van 3229F (B258TKE) was visiting, although at the time it was reported as being allocated to Earls Court. This van was used from October 1984 until April 1989.



Photo 507, by **Colin Lloyd**, added to LTSV on 30/03/2004.

I would bet that many visitors to this site who were interested in London Transport in the 1970s and 1980s first became aware of service vehicles through seeing examples such as this. Inspector's cars carried roof-mounted roundels that were illuminated at night, and could often be seen at bus stations and garages. 3269B (A439SCR) is a typical example of its time, being a Vauxhall Astra Van allocated to Victoria garage from 1984 until 1986. It was photographed nearby on 10th May 1985.



Photo 508, by **Colin Lloyd**, added to LTSV on 30/03/2004.

Peaked caps and cars with roof-mounted roundels epitomised the appearance of bus inspectors for many years. Often the most publicly visible type of service vehicle, a variety of estate cars and vans were used. In the mid-1980s the Astra was the vehicle of choice, cars being badged as Vauxhalls while vans like this one carried the Bedford name. Colin caught 3271B (A443SCR) at Enfield garage on 30th May 1986. Like many such vehicles, 3271B had a short working life, being used from 1984 until 1986.

Photo 509, by **Colin Lloyd**, added to LTSV on 30/03/2004.

With an interesting line-up in the background, this is the yard at Chiswick Works on 13th August 1988. Ford Escort Van 3341F (C507ONU) was leased in April 1986 and lasted for just under four years. By the time of this photograph, it had received cab door labels for Distribution Services, replacing the traditional London Transport lettering.

Photo 510, by **Colin Lloyd**, added to LTSV on 30/03/2004.

The P100 was Ford's response to the perceived requirement for a light duty goods vehicle. Early examples used panels from the Cortina car, as shown on 3352F (C163SAB) photographed near Chiswick Works on 20th June 1986. A minor point to note is that the fleetnumber transfers use a smaller font for the suffix letter than for the numbers.

Photo 511, by **Colin Lloyd**, added to LTSV on 30/03/2004.

A new style Vauxhall Astra was introduced in about 1986, with more curvaceous lines than its predecessor. This picture taken at Chiswick Works on 4th May 1987 shows an early example of the van version in the form of 3366B (C874FME). Behind are two old style Astra Estates with a Ford Escort van in between. The work force lettering is notable as is the lack of fleetnumber. 3366B was later transferred to Bexleyheath and repainted cream to support the Bexleybus operation.





Photo 512, by **Colin Lloyd**, added to LTSV on 30/03/2004.

At least five of the Ford Escort vans delivered in 1986 carried this white livery instead of the more usual red. The reason for this is unknown although it may have related to the type of engine fitted (diesel or petrol). 3382F (D958TTV) was found at Fulwell garage on 28th June 1987.



Photo 513, by **Colin Lloyd**, added to LTSV on 30/03/2004.

3383F (D575CDD) was an early example of the Mark 3 Ford Transit van, delivered in 1986 and allocated to Chiswick, then Acton, prior to its withdrawal in 1990. In this view taken at Chiswick works on 13th August 1988, it will be noted that the London Transport lettering has been removed, although the subtitle Distribution Services remains. Unfortunately it is not known if the black Ford Escort van alongside was also a service vehicle.



Photo 514, by **Colin Lloyd**, added to LTSV on 30/03/2004.

This van was earlier described as a Crew Van when a nearside view showed it to have the extra window associated with that type. However, as this picture shows, the window did not feature on the offside. It is likely that the door window on the nearside was fitted to illuminate a work bench or area behind the driver's seat. 3393F (D918OOB) was a Ford Transit 190 van, new in 1986 and allocated to Lillie Bridge. As shown, it carried a unique livery with reflective striping, reversed lettering on the bonnet and twin roundels to the rear. It was withdrawn in 1990. Paddington Station, 25th March 1989.



Photo 515, by **Colin Lloyd**, added to LTSV on 30/03/2004.

The publicity department of London Transport was responsible for posting timetables, posters and adverts at bus stops and underground stations. For some years the section had a preference for vans with sliding cab doors, and also for the Bedford CF model. 3434B (D347YBB) was an example of the last batch of CF vans, taken into stock in 1987. These were also the last publicity vans to carry red livery, as plain white was later used, up until the duties were contracted out. This view taken at Shepherds Bush on 11th September 1989 shows the lettering used at the time. Of note is that the fleetnumber and cab door lettering has been removed.





Photo 516, by **Colin Lloyd**, added to LTSV on 30/03/2004.

The Ford D series was revamped in its last few years, with a simpler black grille and square headlamps. Only the last ten D series service vehicles featured this design, and these included four railway emergency box trucks. This view taken at Acton on 31st October 1990 shows both the earlier and final design on such vehicles. 1986F (OJD986R) on the left was the prototype, delivered in October 1976, while 2200F (CUC200V) on the right was received in January 1980. Both had been allocated to Neasden and had been recently moved to Acton for storage upon replacement by Mercedes-Benz demountables.



Photo 517, by **Colin Lloyd**, added to LTSV on 30/03/2004.

Almost 950 Ford Escorts have been used as service vehicles since the late 1960s. By far the majority of these were vans or estate cars with just a handful of saloon cars. One of the latter was 2111F (WYU111T), new in 1978 and allocated to Walworth garage. It was caught on film at the back of Baker Street station on 2nd July 1983, six months before it was withdrawn. Similar vehicles were used in the un-numbered private car pool and could often be recognised by having the same registration number series as normal service vehicles. Details of these are not currently available.



Photo 518, by **Colin Lloyd**, added to LTSV on 30/03/2004.

A batch of four Ford D0607 half-tilt lorries was delivered in Autumn 1978 and allocated to bus garages in the engineering support role. 2131F (WYU131T) spent its entire life at Catford garage, where it was photographed on 12th March 1985. Tilt covers, where fitted, always seemed to be of green canvas.



Photo 519, by **Colin Lloyd**, added to LTSV on 30/03/2004.

Bedford CF230 minibus 2258B (FYE258V) was withdrawn in September 1983 after three year's use. It was then restored by engineering apprentices at Clapham garage and repainted from dark grey to red with white roof and roundels. Used as a display vehicle, it made appearances at a number of rallies, including North Weald on 22nd June 1986 as seen here. In the background are AEC Swift mobile classroom STB91, Land Rover 1761LR and an AEC Regent breakdown tender.



Photo 520, by **Colin Lloyd**, added to LTSV on 30/03/2004.

Found at Walthamstow garage on 15th January 1985, 2277B (GUV277W) was one of 17 Bedford TL lorries bought by London Transport in 1980 and 1981. 11 of these were dropside lorries, although a variety of chassis models and configurations featured. 2277B was a TL1000 with tail-lift, standard cab and lower deck level than usual. Note the impressive steering lock and prominent indicator ears.



Photo 521, by **Colin Lloyd**, added to LTSV on 30/03/2004.

An interesting picture taken outside Upton Park garage on 30th October 1982 shows two owned service vehicles and one hired one. On the left is Vauxhall Chevette Saloon Car 2285B (FYP285V), new in July 1980 and allocated to Chiswick for training purposes. On the right is Ford D1110 Open Towing Lorry 1988F (Trade plates 303LA) which spent most of its life allocated here until withdrawal at the end of 1984. Behind is a Ford Cargo lorry owned by Ryder vehicle rentals. Such trucks were often hired to cover short term requirements.



Photo 522, by **Colin Lloyd**, added to LTSV on 30/03/2004.

2396F (A396SJD) was one of six Ford Cargo 1613 Dropside Lorries bought by London Transport in 1983 and photographed at Chiswick works on 13th August 1988. This lorry had spent some time attached to West Ham bus garage before returning to Chiswick and later Acton. It was later repainted in the white and blue livery.





Photo 523, by **Colin Lloyd**, added to LTSV on 30/03/2004.

Of 27 Dodge Commando trucks bought by London Transport, 15 were dropside lorries with crew-cabs and tail-lifts like 2406D (A406SJD), seen here leaving Chiswick Works on 19th February 1987. New in January 1984, 2406D lasted over nine years and carried grey livery throughout.



Photo 524, by **Colin Lloyd**, added to LTSV on 30/03/2004.

2420D (B420XYU), photographed at Acton works on 30th May 1990, was one of three Dodge Commando G16 refuse trucks bought in 1985. Items to note include the fleetnumber being carried on either side of the radiator grille as well as in the traditional corner locations, and the rather vulnerable flashing light on the roof. Compared to an earlier picture of similar 2419D, 2420D does not appear to carry a spare wheel.



Photo 525, by **Colin Lloyd**, added to LTSV on 30/03/2004.

2422L (B561YYN) was an early example of the larger Sherpa 350 van, taken into stock in April 1985 and photographed at the Chiswick Works open day four months later. The vehicle was fitted with a tow bar (seen here with a car-carrying trailer attached) and unusually featured white lettering on its grey livery. Withdrawn in 1990, it was later resuscitated and used as a service vehicle recovery truck in white and blue livery with roof-mounted light bar, as seen here.



Photo 526, by **Colin Lloyd**, added to LTSV on 06/04/2004.

5484F (KJ03DWD) is an example of what could be described as the standard service vehicle of the mid-2000s. Photographed at Camden Town, it is a Ford Transit 90 T350 semi-high-roof van with roof bars and lettering for Metronet.



Photo 527, by **Colin Lloyd**, added to LTSV on 06/04/2004.

Crossing the junction of Marylebone Road and Baker Street, this Ford Transit dropside truck has a crew-cab but does not feature the tail-lift commonly fitted. 5476F (KJ53UOF) was new in Autumn 2003 and is unusual for also carrying a flashing light on the cab roof.



Photo 528, by **Colin Lloyd**, added to LTSV on 06/04/2004.

This Mercedes-Benz Sprinter van can often be seen parked in the yard behind Edgware Road station, although security gates have recently been fitted which restrict access. 5400M (LT02XML) is the only Sprinter in the leased fleet, and carries ERU livery with Metronet lettering. Note that the manufacturer's suffix is missing from the fleetnumber, a common feature on recent service vehicles.



Photo 529, by **Colin Lloyd**, added to LTSV on 06/04/2004.

The van that can! 5383F (KE52OAS) is a long-wheelbase, high-roof Ford Transit 90 T350 with roof bars. The window in the door would suggest a crew-van configuration, with an additional row of seats. The matt section of this window may be an emergency exit and it can also be seen on Transit minibuses such as 5427F.





Photo 530, by **Colin Lloyd**, added to LTSV on 06/04/2004.

Ford Focus estate 5292F (VE51FKW) was caught on film at Victoria bus station on 22nd March 2003 with a light bar fitted to the roof rails. Seven months later it had moved to Uxbridge.



Photo 531, by **Colin Lloyd**, added to LTSV on 06/04/2004.

Ford Focus estate car 5291F (VE51FLC) was new in Spring 2002 for use by London Buses. When photographed at Turnpike Lane bus station on 11th June, it had not yet received full lettering or the orange striping usually carried.



Photo 532, by **Colin Lloyd**, added to LTSV on 06/04/2004.

The Ford Focus estate cars used by LBSL from 2002 look smart with their wheeltrims and colour-coded bumpers. 5287F (VE51FKY) was photographed at Leyton on 28th August 2002.

Comment by ATC9222 on 05/05/2010: This vehicle was based at Turnpike Lane Bus Station whilst I was an ATC there.



Photo 533, by **Colin Lloyd**, added to LTSV on 06/04/2004.

5279F (KF51GNY) is an example of the Ford Courier van, carrying LUL standard livery with Tube Lines logos. Photographed at Wilton Road, Victoria in early 2004.



Photo 534, by **Colin Lloyd**, added to LTSV on 06/04/2004.

The Ford Courier van has been used for light duties as an alternative to the Ford Escort and Vauxhall Astra vans. A total of 21 were leased over the years 1995 and 2004, although not all were in stock at the same time. A more recent example is 5263F (KF51GFJ), pictured at Parliament Square on 19th March 2003.



Photo 535, by **Colin Lloyd**, added to LTSV on 06/04/2004.

The Ford Focus replaced the Escort model in the late 1990s, and over 50 of the estate version had been leased for use as service vehicles by 2004. A typical example in LUL livery is 5257F (VO51ECA), pictured at Loughton station on 15th April 2003.





Photo 536, by **Colin Lloyd**, added to LTSV on 06/04/2004.

Red Ford Escort vans were a common feature of the service vehicle intake from 1972 until about 1991. The only example taken into central stock since then has been 5251F (Y651KNK) in 2001. Used by the Passenger Data department of London Buses, it was photographed on Buckingham Palace Road on 26th July 2001.



Photo 537, by **Colin Lloyd**, added to LTSV on 06/04/2004.

The Ford Transit dropside truck has become popular since the first examples arrived in 1990. Typical of the recent intake is 5192F (KF51GHV), photographed at Edgware Road depot.



Photo 538, by **Colin Lloyd**, added to LTSV on 06/04/2004.

5191F (KF51GJO) is one of many Ford Transit 350 dropside trucks used by both Metronet and Tube Lines in support of the underground operations. This example, like most, has a crew-cab and tail-lift. Photographed at Victoria station on 21st July 2003.



Photo 539, by **Colin Lloyd**, added to LTSV on 06/04/2004.

5178V (Y529SGM) is one of over 100 Vauxhall Astra estates taken into the leased fleet since 1984. New in 2001, this example is operated by Metronet SSL, and was caught on film on The Strand on 16th July 2001.



Photo 540, by **Colin Lloyd**, added to LTSV on 06/04/2004.

Despite the popularity of longer and taller versions, short-wheelbase, low-roof Ford Transits are still being to the service vehicle fleet. A typical example is 5164F (KF51GHO), a 280 van allocated to Tube Lines. In this 19th August 2002 view at Parliament Square, it is carrying the London Underground lettering with which it was delivered. Rather confusingly, the registration KH51GHO is also carried by a white and blue Ford Transit van, numbered 5313F.



Photo 541, by **Colin Lloyd**, added to LTSV on 06/04/2004.

2001 Ford Focus estate 5141F (Y195KAB) turns out of Parliament Square, hotly pursued by a Stagecoach Volvo Olympian bus. The lettering on this vehicle can be seen more clearly in photo 81.





Photo 542, by **Colin Lloyd**, added to LTSV on 06/04/2004.

One of the last Mark 5 Ford Transit van taken into central stock became 5119F (X262GBH) and carried this variation on ERU livery. An extended wheelbase, high-roof version, it was photographed at Grosvenor Gardens on 8th April 2002. 5082F carries an identical livery.



Photo 543, by **Colin Lloyd**, added to LTSV on 06/04/2004.

Possibly the most common type in the fleet at present is the long-wheelbase, mid-roof Ford Transit van, as exemplified by 5112F (X174GBH) caught on film at Elephant & Castle. The Engineering services lettering has now been superseded by Metronet or Tube Lines logos.



Photo 544, by **Colin Lloyd**, added to LTSV on 06/04/2004.

LUL liveried service vehicles can be seen in most parts of London, even where there are no underground lines nearby. It is believed that Ford Transit 100 van 5066F (W427UMJ), new in 2000, was used for the distribution of internal mail, a role also carried out by 5067F and 5265F. 5066F was about to cross Lambeth Bridge when snapped on 27th May 2003.



Photo 545, by **Colin Lloyd**, added to LTSV on 06/04/2004.

Many of the mid-roof Ford Transit vans entering the leased fleet in recent years have been fitted with roof bars to permit the carriage of outsized items. A good example is 5064F (X256GBH) allocated to Metronet BCV and seen here with a curious crew at White City station. Underground stations are often a good place to see service vehicles although patience is required!



Photo 546, by **Colin Lloyd**, added to LTSV on 06/04/2004.

This vehicle hardly needs an introduction! It is of course 5040F (X188GBH), seen at its usual resting place in Aldgate bus station on 9th March 2002.



Photo 547, by **Colin Lloyd**, added to LTSV on 06/04/2004.

The domination of the LUL fleet by Ford Transits is not complete and some interesting other types can also be seen. Photographed at Parliament Square on 1st April 2000, 5018B (V663PUM) is an example of the early design of Vauxhall Combo van. Being a Saturday, the diminutive passengers would suggest that it was not being used in its primary role at the time. Later Combo vans are to a more aerodynamic design, like 5419V.





Photo 548, by **Colin Lloyd**, added to LTSV on 06/04/2004.

A distinctive number on a rather ordinary vehicle! 5000F (V812GBH) was a Ford Transit 190 dropside truck with crew-cab and tail-lift, taken into stock during 1999. On 3rd April 2000 it was found on a rainy Buckingham Palace Road. When the Mark 6 Transit was introduced, the opportunity was taken to provide a more accommodating crew-cab arrangement, as typified by 5191F in photo 538.



Photo 549, by **Colin Lloyd**, added to LTSV on 06/04/2004.

4993F (V871GBH) was a long-wheelbase, mid-height Ford Transit 190 van with roof bars and a window in the side door. Seen passing Vauxhall station on 16th August 2000, the road it is on has now been closed to make way for a new bus interchange facility.



Photo 550, by **Colin Lloyd**, added to LTSV on 06/04/2004.

The Ford Ranger pick-up truck first joined the service vehicle fleet in 2000, since when 9 examples have been leased. One of the first trio was 4985F (V544DGN), photographed at Edgware Road depot. This view shows the tail-gate, crew-cab and protective bars fitted, enabling the carriage of loads such as this without damaging the bodywork.



Photo 551, by **Colin Lloyd**, added to LTSV on 06/04/2004.

The livery and location of this vehicle give away the fact that it is a service vehicle, although no lettering is apparent. Twelve seat Ford Transit minibus 4951F (T85DPP) was new in 1999, and is comparatively rare in being a short-wheelbase, mid-height example. Most SV minibuses are longer and carry 15 passengers, like 5077F. Photographed at Arnos Grove station on 6th April 2001.



Photo 552, by **Colin Lloyd**, added to LTSV on 06/04/2004.

Although not particularly common in recent years, a large batch of Ford Escort vans was leased in 1999, including 4864F (S992TMY), caught on film at Elephant & Castle on 19th February 2001. This example had left the fleet by late 2003.



Photo 553, by **Colin Lloyd**, added to LTSV on 06/04/2004.

4852F (S968NMJ) was an extended wheelbase, high-roof Ford Transit van. The standard LUL livery was modified by the addition of chevrons on the bonnet and lettering above the windscreen, the former also being carried by vehicles such as 3784F, 4711F and 5400M. Despite appearances, the roof does not detach to form a boat! Seen on Victoria Street on 18th October 2000.



Photo 554, by **Colin Lloyd**, added to LTSV on 06/04/2004.

The photographer would have been forgiven for ignoring this anonymous looking vehicle lurking under the motorway at Westbourne Park bus garage on 28th August 2000. Fortunately he did not and we therefore have a record of one of only two Ford Tourneo minibuses in the fleet. The Tourneo is basically an upmarket version of the Ford Transit minibus, with fewer seats. The other example (5020F) also lacked lettering.





Photo 555, by **Keith Grimes**, added to LTSV on 06/04/2004.

Ford Focus estate car 5411F (VO51YNN) arrived in late 2002 in London Underground livery as seen in this view taken at Uxbridge Station on 28th December of that year. It is now allocated to Metronet.



Photo 556, by **Kim Rennie**, added to LTSV on 06/04/2004.

Parked at Bow in March 2004, 5582F (KJ53URB) is one of 11 High-Roof Ford Transit 125 T300 vans leased at the beginning of the year for use by LBSL.



Photo 557, by **Kim Rennie**, added to LTSV on 06/04/2004.

Parked at the ERU depot in Vauxhall in early 2004, Mercedes-Benz Vario van 2573M (T473JLD) has Vauxhall Astra estate LN03WZG and one of the Volvo demountables for company.



Photo 558, by **Kim Rennie**, added to LTSV on 06/04/2004.

Vauxhall Movano van 5206V (Y358SLD) was photographed at Bow in Spring 2004.



Photo 559, by **Kim Rennie**, added to LTSV on 06/04/2004.

The white and blue London Underground livery was sometimes modified for special purposes, the most common being the addition of blue and red chevrons for emergency vehicles. Shown here is the only minibus known to have carried this livery, Ford Transit 15-seater 4711F (N212JLM), new in 1996.



Photo 560, by **Kim Rennie**, added to LTSV on 06/04/2004.

Ford Transit van M449OKP was used by the London Central bus company from about 1995 as an engineering support van. As such it could often be seen attending to broken-down buses, such as this Routemaster in Regent Street. Of interest is the lettering that reads On Contract to, with the logo of the South London bus company in addition to London Central's own.





Photo 561, by **Kim Rennie**, added to LTSV on 06/04/2004.

AEC Regent Auxiliary Breakdown Tender 830J (AXM649) was rebuilt from bus STL390 in March 1950, and remained in stock for the next 30 years. It has now been preserved in the red livery that it carried throughout its working life, and was photographed at the London Transport Museum in Acton.



Photo 562, by **Kim Rennie**, added to LTSV on 06/04/2004.

Four of the AEC Regent Breakdown Tenders converted from STL buses in 1950 have survived into preservation. Shown here is 832J (JJ4379), rebuilt from STL162, and carrying red and cream livery.



Photo 563, by **Thomas Young**, added to LTSV on 06/04/2004.

The lorry yard at Acton works is right next to the District and Piccadilly line tracks, but getting decent pictures from bouncing trains with grimy windows is not easy. I decided to include this February 2004 attempt anyway as it shows a couple of items of interest. The Mercedes-Benz curtainsider to the left is 2511M (K462RLA), and this view shows that a roller rear door is fitted. To the right of that is what appears to be a towable access lift, followed by four un-mounted demountables. As can be seen, these bodies have folding legs to enable the chassis units to be driven under them. Three of the bodies are vans while the furthest is a dropside.



Photo 564, by **Thomas Young**, added to LTSV on 06/04/2004.

Sitting in the drizzle at Golders Green Bus Station on 7th March 2004 is Metroline FYT7 (H238YYH), an FX4 Taxi acquired second-hand for use as a crew ferry. Apart from the addition of the lettering, presumably to deter potential hailers, the vehicle has had no apparent modifications. The FYT series reached as far as FYT22.



Photo 565, by **Thomas Young**, added to LTSV on 06/04/2004.

Capturing the slightly bug-eyed appearance of the Mark 6 Ford Transit, this shot shows 125 T300 High-Roof Van 5581F (KJ53UMZ) at Eltham Bus Station on Friday 2nd April 2004.



Photo 566, by **Colin Lloyd**, added to LTSV on 16/04/2004.

Bedford CALV ambulance 1492B (SMK783F) served at Aldenham Works from May 1968 to July 1985 and was then sold to a preservationist. On 6th April 2003 it was on display at the Cobham Bus Museum rally.





Photo 567, by **Colin Lloyd**, added to LTSV on 16/04/2004.

Ford D600 dropside lorry 1649F (JGF456K) was found at a bus rally in Barking on 7th April 1985. According to records, this truck was sold by London Transport in December 1984, having been new in January 1972 and withdrawn 12 years later. Note the crew cab and yellow-painted HIAB crane and stabilisers.

Comment by *Thomas Young* on 30/01/2014: If this lorry was last licensed in February 1984, how did it get to Barking in 1985?? Ah, just found some photos of it at North Weald in June 1985 and it was on trade plates. By the way, the crane seen here is not the one it originally had with LT.



Photo 568, by **Colin Lloyd**, added to LTSV on 16/04/2004.

1761LR was not the only Land Rover to enjoy an extended life. 1842LR (TJJ42M) was withdrawn in August 1982 after nearly eight years use. Originally in a green and cream livery, it had been repainted red and cream and was undergoing restoration in Norwood garage when photographed on 22nd August 1987. Its current ownership is not known.



Photo 569, by **Colin Lloyd**, added to LTSV on 16/04/2004.

This picture was taken at an unrecorded location in Thamesmead in November 1985 and shows a pair of former service vehicles amidst some even more vintage machinery. On the left is Ford Thames Trader Auxiliary Breakdown Tender 1283F (581EYU) of 1963. 1283F was withdrawn in 1981 but put in an appearance at the Chiswick Works open day in 1984. On the right is Ford D1110 Open Towing Lorry 1932F which had been replaced at Camberwell two years earlier by Leyland Freighter 2391L. Of interest is the number plate carried in the windscreen, KJD932P. 1932F actually ran on trade plates 943LC during its working life.



Photo 570, by **Colin Lloyd**, added to LTSV on 16/04/2004.

This view of Ford D1010 Uniform Issue unit 1946F (KJD946P) at Chiswick Works on 13th August 1988 captures well the extraordinary size of the bodywork fitted to these vehicles. Already twelve years old, 1946F was to see at least another four years use. Note that the lettering UNIFORM ISSUE UNIT has been painted out.





Photo 571, by **Colin Lloyd**, added to LTSV on 16/04/2004.

In the days before cherished number plates, London Transport had no problem in obtaining the registrations OUC1R to OUC20R to match up with fleetnumbers 2001 to 2020. Most of this batch were red Bedford HA110 6-cwt vans, like 2008B (OUC8R) shown above. New in February 1977 and sold in August 1981, 2008B was photographed in Edmonton in September 1986, by which time it had been out of the fleet for almost as long as it was in it.



Photo 572, by **Colin Lloyd**, added to LTSV on 16/04/2004.

The Ford Transit has (so far) had four distinct stages in its evolution, referred to as marks on this site. The Mark 1 had raised headlamps as on the example above. In private use when photographed in Acton Vale on 9th May 1985, OUC19R had been 2019F with London Transport between February 1977 and November 1982. The popularity of the Transit name has seen it used on the markedly different Transit Connect from 2002.



Photo 573, by **Colin Lloyd**, added to LTSV on 16/04/2004.

A particularly interesting line-up of trucks at Parsons Green depot was caught on film by Colin Lloyd on 3rd July 1983. 2215F (CUC215V) on the left was one of the last Ford D-series trucks bought, being a D0910 dropside lorry with tail-lift, new in September 1979. In the middle is Leyland Terrier box truck 2124L (THV124S), still sporting its unpainted aluminium body. On the right is Ford D1010 box truck with crew-cab 1994F (OJD994R). The slightly arched roofline on the body of 1994F can also be seen on older examples 1577F and 1728F. Note the two designs of grille on the Ford lorries.



Photo 574, by **Colin Lloyd**, added to LTSV on 16/04/2004.

Tankers were one of the rarest type of service vehicle operated by London Transport. A total of ten rigid tankers have featured in the centrally numbered fleet over the past 70 years, and four of those were for the carriage of distilled water. Of the six fuel tankers, four were bought second hand, including 1673Q and 2000S, while just two were bought new, both on Bedford chassis. The first to arrive was 2216B (CUC216V) in November 1979. Recorded as a TK1630 model, the version with wider mudguards and double bumpers was usually known as the KM. Colin Lloyd found 2216B at home in Upton Park garage on 26th July 1987 by which time the vehicle had acquired Forest District bus stickers on its white cab (originally grey?).





Photo 575, by **Colin Lloyd**, added to LTSV on 16/04/2004.

2223F was a late-model Ford D0607 dropside lorry with tilt, photographed at Chiswick Works on 20th June 1986. Note that the bodywork comprises a fixed section (planked) ahead of the metal dropside doors.



Photo 576, by **Colin Lloyd**, added to LTSV on 16/04/2004.

The last two Ford D-series lorries bought by London Transport were both Tippers. 2264F (FYE264V) was based on the D1110 model and arrived in June 1980. It differed from other tippers in having an unpainted body, as well as featuring the black cab window surround applied to some late D-series lorries. Photographed at the Chiswick Works open day on 11th August 1985, 2264F lasted until July 1990.



Photo 577, by **Colin Lloyd**, added to LTSV on 16/04/2004.

Most of the 17 Bedford TL lorries bought by London Transport featured black radiator grilles, thus highlighting the manufacturer's name. Exception included 2268B (GUV268W), a TL1260 dropside lorry with tail-lift new in October 1980. It was photographed at Walthamstow bus garage (which also maintained service vehicles) on 28th March 1988, three months before it left the fleet.



Photo 578, by **Colin Lloyd**, added to LTSV on 16/04/2004.

The appearance of Bedford TL lorries was changed markedly when crew-cabs were fitted. An example of this is 2276B (GUV276W), a TL1260 dropside lorry which was also fitted with a large tail-lift. It was allocated to the Lifts & Escalators department at Griffith House near Edgware Road station, from which it was caught leaving on 23rd April 1985.



Photo 579, by **Colin Lloyd**, added to LTSV on 16/04/2004.

Two Bedford TL1930 articulated units were delivered in July 1981 but neither saw the decade out. 2301B (GUV301W) was pictured at Chiswick Works during the open day held on 5th August 1984, coupled to a single-axle step-frame trailer.



Photo 580, by **Colin Lloyd**, added to LTSV on 16/04/2004.

Four Dodge Commando box trucks were received in the early 1980s, three of which had crew-cabs. 2306D (CGT306X) was the only one of these to feature the earlier design of dash panel, the others having the Renault-inspired facelift like 2379D. 2306D was photographed resting at Acton Works on Halloween 1990. Note the twin-stripes on the cab and the side roller-shutter door.





Photo 581, by **Colin Lloyd**, added to LTSV on 16/04/2004.

2318B (CGT318X) was one of three box trucks operated by London Transport that were based on Bedford TL chassis, in this case the TL1260 model. It was also the last Bedford TL service vehicle to be delivered, arriving in December 1981. It was found at Chiswick Works on 13th August 1988, showing its sliding wall doors.



Photo 582, by **Colin Lloyd**, added to LTSV on 16/04/2004.

The last Ford D-series lorry delivered to London Transport arrived in August 1981, over a year after the previous example (tipper 2264F). 2319F was also a tipper, but this time based on the D1210 chassis, and it was found taking a break at Hounslow bus station on 16th May 1988. When it was withdrawn in April 1993, the only Ford D-series vehicles left in the fleet were the specialised uniform issue units.



Photo 583, by **Colin Lloyd**, added to LTSV on 16/04/2004.

Standardisation was out of fashion when it came to London Transport's service vehicle purchases of the 1980s, with a wide variety of types being taken. Among these were a pair of Dodge S-series dropside trucks, one with a crew-cab (2424D) and one without (2374D). The latter was caught on film at Hammersmith Butterwick on 7th May 1985.



Photo 584, by **Colin Lloyd**, added to LTSV on 16/04/2004.

Seen earning its keep at Hounslow on 16th May 1988 was Ford Cargo 1011 dropside lorry 2388F (NYR388Y). Just five of the 23 Cargo dropside lorries delivered carried tail-lifts.



Photo 585, by **Colin Lloyd**, added to LTSV on 16/04/2004.

Service vehicles were sometimes found in unusual locations, as this view of Leyland Cruiser articulated unit 2389L (NYR389Y) taken at Battersea Park on 12th June 1988 shows. The reason for the visit, and the identity of the tarpaulined load, is unknown.



Photo 586, by **Colin Lloyd**, added to LTSV on 16/04/2004.

Ford Cargo 1913 articulated unit 2394F (NYR394Y) was one of several service vehicles on display during the open day at Chiswick Works on 5th August 1984. It was coupled to a rather antique looking tanker trailer.



Photo 587, by **Ivor Norman**, added to LTSV on 16/04/2004.

This is what bus inspectors were driving in the late 1970s. Complete with roof-mounted roundel, Ford Escort 1300 estate car 2054F (OJD754R) was one of 22 such vehicles bought for the role in 1977. None lasted more than three years, though 2054F was still new when photographed at Edgware station.





Photo 588, by **Ivor Norman**, added to LTSV on 16/04/2004.

Certain makes and models were associated with particular departments of London Transport, perhaps as a means of simplifying maintenance and spare parts. A good example is the use of the Leyland Terrier by the Catering department. Of ten trucks bought, at least eight were operated by the food production centre at Croydon. 2125L (WYU125T) was a 4-ton box truck which arrived in September 1978 and carried grey livery with an unpainted aluminium body. It was caught on film outside Bromley bus garage in December 1979.



Photo 589, by **Ivor Norman**, added to LTSV on 16/04/2004.

Bedford HA vans seemed to have more livery variety than other types. Of 74 examples operated by LT, 10 were blue and three were white, the remainder being either red or grey. One of the white vans was 2134B (WYU134T), delivered in September 1978 and used for just over four years. In September 1979 it was to be found at Baker Street station.



Photo 590, by **Ivor Norman**, added to LTSV on 16/04/2004.

Two of the red Ford D-series railway emergency box trucks are seen here parked at Neasden station, led by 2199F (CUC199V). Both carry the later design of front grille and have the black cab window surround. The mudguards appear to be rather generously wide.



Photo 591, by **Keith Grimes**, added to LTSV on 16/04/2004.

2401L (A401SJD) was a Leyland Freighter 1311 dropside lorry with crane, delivered in December 1983 and photographed at Chiswick Works on 13th August 1988. Just visible to the left is 2395L, another Freighter dropside though of the larger 1613 type. The difference in height is noticeable.



Photo 592, by **Phillip Hambling**, added to LTSV on 16/04/2004.

1981F (OJD981R) was one of eight Ford D0607 semi-drop side tilt lorries bought in 1976 and allocated to bus garages for engineering support duties. When photographed at Clapham Common on 3rd May 1986, 1981F was being used by Merton garage.



Photo 593, by **Phillip Hambling**, added to LTSV on 16/04/2004.

The Sherpa van has undergone more than its fair share of changes, in terms of maker, name and styling. It is however still in production in 2004 as the LDV Pilot. Seen here is an early example, branded as a Leyland Sherpa 215, which was operated by London Transport as 2089L (THV89S) between 1977 and 1982. When photographed at Highgate on 8th February 1987 it was with a private owner.





Photo 594, by **Phillip Hambling**, added to LTSV on 16/04/2004.

This rather dumpy looking van is 2309D (CGT309X), one of five Dodge 50 S66 vans bought in the early 1980s. All wore grey livery throughout and all were withdrawn by late 1990. Photographed at Baker Street on 19th March 1986.



Photo 595, by **Phillip Hambling**, added to LTSV on 16/04/2004.

2400D (A400SJD) was the only Dodge Commando box truck not to feature a crew-cab. It had the redesigned radiator and a sliding wall body and was caught on film on Marylebone Road on 19th March 1986.



Photo 596, by **Richard Eversden**, added to LTSV on 16/04/2004.

London Transport bought six Leyland Freighter bus recovery trucks in the early 1980s, the first of which was 2372L. For many years this was stationed at Cricklewood bus garage, and was found attending to an ailing Leyland National at Golders Green on 28th January 1989. A variety of lifting equipment was fitted to these vehicles, and most were rebuilt with modified gear and side panels. 2372L was not one of these, and it was later used by London Underground at Acton in a blue and white livery.



Photo 597, by **Richard Eversden**, added to LTSV on 16/04/2004.

2385D (NYR385Y) was a rather long-bodied but basic dropside lorry, based on a Dodge G12 chassis. Used for all manner of jobs, it was found in Wood Green bus garage on 13th May 1986. The lorry was later repainted in the then new blue and white livery. The arrangement of doors and hanging bangers will be familiar to anyone with a knowledge of British Railways wagons!



Photo 598, by **Scott Tillbrook**, added to LTSV on 16/04/2004.

2265B (GUV265W) was one of the first Bedford TL lorries bought by London Transport, arriving in August 1980. Larger than most of its brothers, it had a TL1630 chassis and a 16-ton capacity, plain dropside body, mounted rather high. The lack of tail-lift must have made loading and unloading quite difficult. It was photographed at Purfleet in March 1990, two years after it had left the fleet. As with many former service vehicles, the London Transport lettering has been obliterated but not the fleet number. Note that the cab is partially tilted!



Photo 599, by **Scott Tillbrook**, added to LTSV on 16/04/2004.

London Transport operated two Leyland Boxer dropside lorries in the 1980s, although only 2305L (ULW820X), photographed at Finchley garage on 20th February 1988, was afforded the luxury of a tail-lift. 2305L was one of the few service vehicles of the period not to be given fleetnumber matching registration plates, and it was to serve for a further two and a half years.



Photo 600, by **Scott Tillbrook**, added to LTSV on 16/04/2004.

Dodge Commando G1085 dropside lorry 2405D (A405SJD) was taking a break at Edgware garage on 6th June 1991 when photographed. Having a crew-cab, tail-lift, and comparatively low floor level made this sort of vehicle ideal for a variety of jobs. The application of a red roundel to the grey livery is unusual.





Photo 601, by **Colin Lloyd**, added to LTSV on 29/04/2004.

The registration number WLT659 was carried by a Routemaster bus until about 1994. By 30th August 1999 it was on this Leyland DAF 200-series van run by Centrewest at Westbourne Park, where this picture was taken. Photos suggest that the van later carried K781FHJ, which may have been the original registration. The minibus in the background is probably one of the LC class, bought for a local health authority contract.



Photo 602, by **Colin Lloyd**, added to LTSV on 29/04/2004.

This Leyland DAF 200 City Van was photographed at Centrewest's Westbourne Park garage on 27th August 2000, complete with the Gold Arrow fleetnames carried by buses allocated there. It is believed that this is the same vehicle that earlier carried the registration WLT659.



Photo 603, by **Colin Lloyd**, added to LTSV on 29/04/2004.

To ferry crews between the garage at Hounslow Heath and route termini, London United (and originally Westlink) use a fleet of second-hand Ford Fiesta vans. J911KBJ was photographed leaving Hatton Cross station on 15th December 2001.



Photo 604, by **Colin Lloyd**, added to LTSV on 29/04/2004.

This Ford Escort 3-door estate (G137HAB) was operated by East London Bus Company and photographed at their Romford North Street garage on 17th August 1991. At this time many of the new bus companies were still using vehicles leased and numbered by CDS. Although this vehicle is not recorded as being one of them, similar G151HAB was used by Leyton garage and numbered 3876F. G137HAB may have been intended to be 3872F or 3881F.



Photo 605, by **Colin Lloyd**, added to LTSV on 29/04/2004.

Although the company name is not carried, this Leyland DAF 400-series high-roof van was operated by Centrewest from their Hanwell garage. Photographed at Greenford on 3rd November 1990.



Photo 606, by **Colin Lloyd**, added to LTSV on 29/04/2004.

Bus company Centrewest went through a phase of using local fleetnames on its buses before First decreed that their name was all that should be displayed. Vehicles from the Greenford base were given Ealing Buses titles, although this had been rather humorously modified on the example pictured above. K442WOJ was a Vauxhall Astramax and it was found at Greenford on 25th August 2001.



Photo 607, by **Colin Lloyd**, added to LTSV on 29/04/2004.

Long wheelbase high-roof Ford Transit vans have plenty of room for tools and spares, and are often used in the bus engineering support role. Seen lettered accordingly is First Capital L368XFH, photographed at Ilford on 5th October 1999. The spot-lights at the front must be useful when attending breakdowns at night.





Photo 608, by **Colin Lloyd**, added to LTSV on 29/04/2004.

Another bus company with a complicated history is London Sovereign, now part of Transdev with London United. Before then they operated this Ford Escort van L566VLK in the engineering support role, and it was found at Golders Green on 20th December 1999 attending to one of the RML buses leased from TfL.



Photo 609, by **Colin Lloyd**, added to LTSV on 29/04/2004.

Even smaller than a Ford Fiesta van, the Vauxhall Corsa van could carry two people and an A4 ring-binder! An example used as a service vehicle was M879LYO of London Central, caught whizzing through Victoria on 16th January 1996.



Photo 610, by **Colin Lloyd**, added to LTSV on 29/04/2004.

Somewhat dwarfed by a Dennis Trident bus, M931WSN was a Ford Escort estate car operated by Stagecoach East London and photographed at Canning Town bus station on 5th May 2000. Both vehicles show Stagecoach's unrelieved red livery, which has since been improved.



Photo 611, by **Colin Lloyd**, added to LTSV on 29/04/2004.

The London Northern bus unit closed two of its four garages in 1993, resulting in an increase in dead mileage. MTL bought London Northern in 1994, and R&I buses (the original owner of the blue and grey minibus in the background) in 1995. A small fleet of cars was leased to help it run the more remote services, typical of which is this Peugeot 106 photographed at Brent Cross on 1st March 1996. Neighbouring Metroline then took over London Northern in 1998, and many vehicles were repainted in the red and blue livery. Crew ferry duties now also make use of former London taxis.



Photo 612, by **Colin Lloyd**, added to LTSV on 29/04/2004.

To transport materials between bus garages, London General acquired this Mercedes-Benz 308D Sprinter dropside truck, photographed at Putney on 3rd December 2001. A common feature of London bus companies nowadays is the application of both the company name and that of the owning group, in this case Go-Ahead.



Photo 613, by **Colin Lloyd**, added to LTSV on 29/04/2004.

London United makes use of Ford Fiesta vans for crew transfer duties and they can often be found at termini such as Hatton Cross, where this picture was taken on 15th December 2001. L104HOA is numbered 5 and carries the grey livery of its previous owner, British Telecomm.





Photo 614, by **Kim Rennie**, added to LTSV on 29/04/2004.

The East Thames Buses operation is run by London Buses itself, as is the London Dial-a-Ride network, and the two in fact share garage space at Ash Grove. For crew ferry vehicles, East Thames has been able to make use of redundant Dial-a-Ride vehicles, such as this example photographed at Lewisham Bus Station in Spring 2004. E104 (M428BLO) is a Mercedes 308D minibus conversion by Pilcher Greene and was formerly numbered 29 in the Central London Dial-a-Ride fleet. It is odd that the vehicle was not left in its original red livery for its new role.



Photo 615, by **Thomas Young**, added to LTSV on 29/04/2004.

Sovereign is a London bus company but this vehicle is nothing to do with them. This Sovereign has a contract for bus engineering support in central London and they use a variety of vans and tow trucks. Caught on film towing an Arriva RML across Oxford Circus on 10th April 2004, P700TOW is a large Mercedes-Benz SK bus recovery truck.



Photo 616, by **Thomas Young**, added to LTSV on 29/04/2004.

The bug-eyed look of the Ford Transit Mark 6 is even more pronounced on the Vauxhall Vivaro (and similar Renault Trafic) design. An early example reported as a service vehicle was First Capital 71 (KD03XPL), used for bus engineering support, probably from their Rainham depot. It was captured on film while attending to a bruised bus at Romford on 17th April 2004.



Photo 617, by **Thomas Young**, added to LTSV on 29/04/2004.

The strangeness of the Vauxhall Vivaro van is carried through to the rear, with curious looking lights and mouldings. First 71 (KD03XP1) was attending to a TNL bus that had had a wallop when photographed near Romford Station on 17th April 2004.



Photo 618, by **Thomas Young**, added to LTSV on 29/04/2004.

Sole MAN (!) service vehicle 2579 is notoriously difficult to photograph in its covered parking slot at Griffith House. This view taken on April 25th 2004 shows the large crane and American-style exhaust pipe fitted, together with part of the low-sided body.



Photo 619, by **Thomas Young**, added to LTSV on 29/04/2004.

Ford Escort Van 4955F (T801NGP) was probably due for replacement by the time it was photographed at Griffith House on 25th April 2004. Note the tail-lift control panel and small beacon lights on the adjacent Ford Transit Dropside Truck.





Photo 620, by **Thomas Young**, added to LTSV on 29/04/2004.

A trio of Ford Escort vans were found sunning themselves at Griffith House on 25th April 2004. 5342F (KE02YSW) and 5341F (KE02YWH) are both 55D models employed by Tube Lines, while 4955F (T801NGP) on the right is lettered for Metronet BCV.



Photo 621, by **Thomas Young**, added to LTSV on 29/04/2004.

5145F (Y681KBH) is a standard Ford Transit 350 Dropside Truck with Crew-Cab and Tail-Lift. Note the checker-plate on the tail-lift and the extra side lights on the front bumper. Photographed at Griffith House on 25th April 2004.



Photo 622, by **Thomas Young**, added to LTSV on 29/04/2004.

The Ford Transit Dropside Truck has become a standard service vehicle type, alongside the van variant. Photographed at Griffith House on 25th April 2004, 5146F (Y703KBH) has, like most recent examples, a crew-cab and tail-lift.



Photo 623, by **Thomas Young**, added to LTSV on 29/04/2004.

The Ford Escort van continued in production until at least 2002, some time after the car variant was replaced by the Focus model. A typical example is 5162F (KF51GME), lettered for Metronet BCV and photographed in the yard at Griffith House on 25th April 2004.



Photo 624, by **Thomas Young**, added to LTSV on 29/04/2004.

An unexpected find at Baker Street on April 25th 2004 was this smart Ford Transit minibus numbered 5190F (Y752KBH). This was probably the last Mark 5 Transit taken into stock, and is the only known example with a Y prefix registration. A short-wheelbase, mid-height 12-seater, it carries Metronet BCV lettering on standard livery.



Photo 625, by **Thomas Young**, added to LTSV on 29/04/2004.

This view of Ford Transit 350 Dropside Truck 5191F (KF51GJO) at Griffith House on 25th April 2004 shows the details of the bodywork and tail-lift. Note also the spotlamp mounted on the headboard.





Photo 626, by **Thomas Young**, added to LTSV on 29/04/2004.

Most service vehicles are kept commendably clean, as can be seen by the reflection on the side of this example at Griffith House on 25th April 2004. 5202F (Y961MRO) is a short-wheelbase low-roof Ford Transit van lettered for Tube Lines.



Photo 627, by **Thomas Young**, added to LTSV on 29/04/2004.

Land Rover vehicles were mainly used by LT and its successors for roles requiring off-road durability, and a total of 18 were taken into the numbered fleet between 1963 and 1995. The only example in recent years has been 5215LR (VO51FZK), which is based on the more luxurious Freelander model. This 5-door V6 estate is presumably used for staff and VIP transport and, as this photograph taken at Baker Street on 25th April 2004 shows, carries an anonymous white livery. Perhaps the moulded skirt panels precluded the application of the usual blue paint. Other than the location, the only clues to its fleet nature are the tyre pressure figures applied above the wheelarches.

Comment by *Kim Rennie* on 30/05/2006: This is used by the LUL Rostered Duty Officer. I believe it replaced 4479V the unique Vauxhall Frontera 4x4, the latter of course being liveried.



Photo 628, by **Thomas Young**, added to LTSV on 29/04/2004.

Parked opposite Griffith House on 25th April 2004 was this atypically dirty Ford Transit Van in Metronet BCV livery, numbered 5232F (VO51FOK). Griffith House is home to the Lifts & Escalators and BBC & Pumps departments, although I have no idea what BBC stands for in this case!



Photo 629, by **Thomas Young**, added to LTSV on 29/04/2004.

My records list over 1200 Ford Transits that have been used as service vehicles by LT, LUL, LCBS and their respective successors. The basic model has always been the short-wheelbase, low-roof van, although other variants are increasingly common. 5234F (VO51FPE) is an example of the base model of the Mark 6 Transit, and was photographed at Griffith House on 25th April 2004.



Photo 630, by **Thomas Young**, added to LTSV on 29/04/2004.

Many service vehicles are apparently delivered in all-over white and have the blue skirt sprayed on. It seems that some have missed out on this treatment, deliberately or otherwise. An example is Ford Focus 1.8LX Estate Car 5267F (VO51EEN) which was found at Baker Street on 25th April 2004. Despite the missing skirt, full lettering for Metronet SSL is carried.



Photo 631, by **Thomas Young**, added to LTSV on 29/04/2004.

The definitive LUL service vehicle of the early 2000s could be said to be the long-wheelbase mid-height Ford Transit van with roof-rack. Typical of many taken into stock is 5304F (KE02YVO), photographed at Griffith House on 25th April 2004.





Photo 632, by **Thomas Young**, added to LTSV on 29/04/2004.

5341F (KE02YWH) is a Ford Escort 55D van used by Tube Lines and photographed at Griffith House on 25th April 2004. Note that this location is host to vehicles of both the infrastructure companies.



Photo 633, by **Thomas Young**, added to LTSV on 29/04/2004.

5342F (KE02YSW) is a Ford Escort 55D van used by Tube Lines and photographed at Griffith House on 25th April 2004.



Photo 634, by **Thomas Young**, added to LTSV on 29/04/2004.

This view of Ford Transit 90 T350 Dropside Truck 5446F (KJ03DVT) shows the detail of the crew-cab arrangement and lettering. Note that Transit Dropside trucks have a more pronounced side light near the mirror, and some feature an additional side light on the front bumper. This picture was taken at Wembley Park depot on 25th April 2004.



Photo 635, by **Thomas Young**, added to LTSV on 29/04/2004.

The Vauxhall Combo seems to have supplanted the Ford Escort as the choice of small van in the central fleet. Photographed at Wembley Park on 25th April 2004 is an example of the revised design in the form of 5448V (LN03XAU).



Photo 636, by **Thomas Young**, added to LTSV on 29/04/2004.

Vauxhall Combo 1.7 DTI van 5448V (LN03XAU) was found parked at the Wembley Park depot on 25th April 2004. It carried Metronet SSL lettering. Note that the blue skirt is not carried round to the rear doors.



Photo 637, by **Thomas Young**, added to LTSV on 29/04/2004.

The majority of Underground liveried service vehicles now carry lettering for either Metronet or Tube Lines. However, there are some operations which are still undertaken by LUL themselves, and this may account for vehicles not carrying any logos. An example of this is long-wheelbase mid-height Ford Transit van 5466F (KH53HVW), photographed at Broadway, Westminster on 25th April 2004.





Photo 638, by **Thomas Young**, added to LTSV on 29/04/2004.

An unusual angle on an LBSL Vauxhall Zafira estate. 5569V (LT53GFY) was parked at Edgware Bus Station on 24th April 2004.



Photo 639, by **Thomas Young**, added to LTSV on 29/04/2004.

The latest batch of LBSL Ford Transit vans can be found at bus stations across London. 5580F (KJ53UPG) was resting at Harrow-on-the-Hill when photographed on April 24th 2004. In the background are the Metropolitan railway lines.



Photo 640, by **Thomas Young**, added to LTSV on 29/04/2004.

Only a few months old when photographed at Griffith House on 25th April 2004, 5592F (KJ53UNR) was a Ford Transit 85 T280 short-wheelbase low-roof van in Tube Lines livery.



Photo 641, by **Thomas Young**, added to LTSV on 29/04/2004.

The 04 registration series had been in use for less than two months when this picture was taken, so 5593F (KJ04SSU) must have been fairly newly into service. A Ford Transit 90 T350 van, it was found at Griffith House on 25th April 2004. Unlike most similar vehicles leased at the time, no roof-rack is fitted.



Photo 642, by **Thomas Young**, added to LTSV on 29/04/2004.

This picture taken at Griffith House on 25th April 2004 shows the differences between two variants of the Ford Transit van. Nearest the camera is 5598F (KH53HUK), a 90 T350 long-wheelbase mid-height example. Behind is 5592F (KJ53UNR) which is an 85 T280 short-wheelbase low-roof version. Behind that is the roof of Edgware Road (Circle line) station.



Photo 643, by **Thomas Young**, added to LTSV on 29/04/2004.

As can be seen in this view taken on 25th April 2004, the small depot at Wembley Park is in fact alongside the station and not, as I had assumed, at the carriage sheds. Resident at the time were new Ford Transit 85 T280 van 5621F (KJ04SVY) of Tube Lines, and Transit 90 T350 dropside truck 5446F (KJ03DVT) of Metronet SSL.



Photo 644, by **Thomas Young**, added to LTSV on 29/04/2004.

Ford Transit 90 T350 long-wheelbase mid-height van 5628F (KJ53UNH) was photographed at the small Wembley Park depot on April 25th 2004. Features to note are the roof-rack and the folding hazard plate mounted on the front bumper.





Photo 645, by **Thomas Young**, added to LTSV on 29/04/2004.

This view taken at Wembley Park depot on April 25th 2004 shows a lot of details on Ford Transit van 5628F (KJ53UNH), including the roof-rack, windowed doors, fold-back hazard plate and tow-bar. It is also worth noting that the blue skirt has been applied across the rear. This particular van had a second row of seats protected from the goods compartment by a wire mesh just visible through the windows. It did not however feature the additional side window usually found on crew vans.



Photo 646, by **Thomas Young**, added to LTSV on 29/04/2004.

Another view of Acton yard from a District line train, this one taken on April 25th 2004. I have included this view as it shows a couple of previously unseen vehicles. From left to right:

- 2583M (LT02XLM) is a Mercedes-Benz Econic dustcart. This appears to be identical to 2582M.
- Two Iveco Cargo lorries show the height differences discussed here.
- The low-roof Ford Transit van in Tube Lines livery is 5543F (KJ04SMU).
- 2581M (LT52UAW) is one of a pair of Mercedes Atego articulated lorries.
- Another Iveco Cargo truck.
- A Mercedes-Benz LN-series with what appears to be a flatbed demountable body.



Photo 647, by **Thomas Young**, added to LTSV on 29/04/2004.

Lurking inside Griffith House with MAN 2579 on April 25th 2004 was 5438V (LK52KCC), a Vauxhall Movano 2.5 DTI high-roof van. As can be seen, it carries all-over white livery, with Underground Emergency and Metronet markings but no fleetnumber.



Photo 648, by **Thomas Young**, added to LTSV on 29/04/2004.

Parked in the yard at Griffith House on 25th April 2004, this Ford Mondeo estate stood out from the other vehicles present by being red rather than white and blue. London Transport used to operate a fleet of un-lettered vehicles as a private car pool, and this may be the modern equivalent. Similar registration V002XPD is carried by numbered Mondeo estate 5338F.



Photo 649, by **Thomas Young**, added to LTSV on 29/04/2004.

As well as having two large London bus companies, Arriva also owns many of the operators running services on the fringes of London. The Shires serves Herts, Beds and Bucks, and several routes enter the London travelcard area. Photographed at Edgware bus station on 24th April 2004, W204PBJ is a Vauxhall Combo D van that carries the number 1182. Its function was most likely to ferry bus crews to and from the garage at Garston. The bus behind is also technically a service vehicle. Roe-bodied Leyland Olympian 5073 (A153FPG) is used as a crew rest-room and features blanked out-windows and a non-standard livery of all-over aquamarine.



Photo 650, by **Thomas Young**, added to LTSV on 29/04/2004.

A line-up of service vehicles at Griffith House on 25th April 2004 includes a couple of interlopers. The red car is Ford Mondeo estate VN02UOU. The fact that consecutive registration VN02UOV is carried by LUL-liveried Ford Galaxy 5368F suggests that this too may be a service vehicle, although no lettering was carried.





Photo 651, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Ford Cargo Box Truck 2404F (A404SJD) survived long enough to be repainted in white and blue livery. Here it is seen earlier in its career, parked at Parsons Green on 4th March 1984 in the company of one of the Leyland Terriers.



Photo 652, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Bus recovery trucks were often given special treatment in terms of livery and fittings. Typical of this is London General Leyland Freighter 2415L (B731XJD) photographed in Westminster on 9th September 1996. Compared to earlier in its career, it has received a modified version of the bus livery, and has also been fitted with a new light bar and fog lights.



Photo 653, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Shortly after taking over the Leaside and South London bus companies, Cowie introduced a livery which added two yellow stripes to the basic red livery of its inherited buses. This was not particularly attractive, nor was the variant livery applied to Leaside Leyland Freighter Bus Recovery Truck 2416L (B732XJD)! Apart from the yellow stripes, everything else - including the bumper, mudguards and steps- has been liberally coated in red, similar to the treatment given to 1283F much earlier. The ARRIVA(L) of a subsequent corporate era hopefully resulted in a further repaint! Victoria, 21st May 1997.



Photo 654, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Two of the three Dodge Commando refuse trucks were replaced by larger Mercedes-Benz units in 1990, leaving 2420D (B420XYU) to survive as a spare for a further two years. As such it was the only one of the batch to receive the new white and blue livery, although this curiously featured a blue body, presumably to hide the dirt inevitable with its function. Despite this, all subsequent refuse trucks have had white bodywork. Photographed at Acton Works on 29th April 1992. Photo 524, taken two years earlier, shows the same vehicle in the same location, in its earlier grey livery.



Photo 655, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Factory-fresh Mercedes-Benz 307D dropside truck 2425M (C711VOY) was photographed at Parsons Green on 4th April 1986, before it received its full lettering. This vehicle was to last little more than two years, being withdrawn in July 1988 after an accident. Note the olive green LTE generator in the background.



Photo 656, by **Colin Lloyd**, added to LTSV on 27/05/2004.

The second batch of Mercedes 307D trucks bought in 1986 featured curtainsided bodywork and were allocated to the publicity department, latterly renamed London Transport Advertising. This view of 2454M (C719WLB) at Potters Bar Garage on 3rd April 1987 shows the unusual configuration of the canvas sides, which were presumably mounted on a top roller. Most of this batch were withdrawn in 1993.



Photo 657, by **Colin Lloyd**, added to LTSV on 27/05/2004.

The first large Mercedes-Benz trucks to join the service vehicle fleet were a pair of 814 Dropsides bought in 1987. Both carried Grey livery and were allocated mainly to Chiswick and later Acton works. 2470M (E308GLO) was photographed at the former location on 13th August 1988.





Photo 658, by **Colin Lloyd**, added to LTSV on 27/05/2004.

The first Mercedes-Benz artic in the fleet was 2471M (D543CLC) acquired in April 1988 after use as a demonstrator. It arrived in this orange and silver livery and retained this until being repainted into the new white and blue livery sometime after 1990. In this 13th August 1988 view at Chiswick works, the unit is coupled to step-frame trailer YT29. Barely visible is the large airfoil mounted on the cab roof.



Photo 659, by **Colin Lloyd**, added to LTSV on 27/05/2004.

2472M (G384VJB) was a Mercedes-Benz 1617 Articulated Tractor unit delivered in September 1989 and photographed at Acton Works on 5th October that year. This was the only SK-series artic not to feature a sleeper cab (note no side windows behind the cab doors) and also the only one to carry grey livery, although it was later repainted white/blue. Note the London Transport Corps St Johns Ambulance alongside.



Photo 660, by **Colin Lloyd**, added to LTSV on 27/05/2004.

This Ford Escort van numbered 3454F (D774PPU) spent its last few months allocated to Bromley Bus Garage, where it was photographed on 30th March 1990. Having earlier been lettered for the LT Plant Contracts Manager, it later acquired the London Buses roundel as shown.



Photo 661, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Ford Escort Van 3482F (D776PPU) was allocated to the Tours & Charter unit, later renamed London Coaches, which operated from a base at Battersea before moving to Wandsworth in 1988. By the time it was photographed at the new location on 9th April 1989, large gold lettering had been applied, and a roof beacon and spot lights had been fitted.



Photo 662, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Ford Transit Long-Wheelbase Van 3497F (E254LJT) was nearing the end of its lease when photographed at Acton Works on 30th November 1990.



Photo 663, by **Colin Lloyd**, added to LTSV on 27/05/2004.

CDS supplied vehicles to the Docklands Light Railway for the first few years of its existence, and these often carried a dark blue livery without fleetnumbers. Ford Escort van 3499F (D931CLT) is one that also carried the white and red stripes and DLR lettering. It was photographed on the Isle of Dogs on 19th November 1988.



Photo 664, by **Colin Lloyd**, added to LTSV on 27/05/2004.

3522F (D612KEL) was a Ford Transit van new in 1987 and used by the Permanent Way Manager. On 2nd January 1990 it was found at Acton Works. Note that the LUL name is not carried, but the operating department name also appears on a sticker on the bonnet.





Photo 665, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Looking very similar to a Ford Escort van, this is in fact an Austin Maestro, one of just four that have been operated in the numbered fleet. 3531L (E871MMU) was new in 1987, and was found outside the Broadway offices on 17th May the following year.



Photo 666, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Blue livery was to become standard for LUL vehicles from 1989 but it did also appear on a few other vehicles. Ford Transit Van 3540F (D145KEL) was new in 1987 and ran from Camberwell bus garage until its disposal in August 1990. On 12th May 1990 it was found parked near Victoria Bus Garage. No lettering was carried other than the London Buses roundel.



Photo 667, by **Colin Lloyd**, added to LTSV on 27/05/2004.

During the second half of the 1980s a large number of service vehicles did not carry their fleetnumbers. Fortunately official information was then more freely available and therefore we know that this Ford Escort van photographed at Ferry Lane on 28th January 1989 was in fact 3549F (E908EUY).



Photo 668, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Three Freight Rover Sherpa 200 Vans were leased in 1988 for use by the Cleaning Services department. 3573L (E827SYG) was one of these and it was caught on film at Chiswick Works on 13th August 1988. The vehicle behind is 3486P.



Photo 669, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Ford Transit van 3585F (D491PKE) may have been a second-hand lease, which would account for its non-standard white livery. It was seen at Acton works on 26th March 1990 parked alongside a Transit dropside hired from Ryder Rentals.



Photo 670, by **Colin Lloyd**, added to LTSV on 27/05/2004.

The diminutive Bedford Rascal van first appeared in the service vehicle fleet in 1988 when a batch of 11 was leased for use by the Cleaning Services and Advertising departments. 3590B (E807MYH) was operated by the former, and was found at Peckham on 12th August 1989, quite some distance from the nearest Underground line! All carried a plain white livery and lasted around three years.



Photo 671, by **Colin Lloyd**, added to LTSV on 27/05/2004.

3604F (F784SWP) was a Ford Transit minibus new in late-1988/early-1989 and allocated to various LUL facilities up until its disposal in June 1992. On 30th August 1990 it was found visiting Acton Works, parked alongside another Transit in the new livery.





Photo 672, by **Colin Lloyd**, added to LTSV on 27/05/2004.

This Ford Transit minibus is unusual in a couple of minor ways. Firstly it has larger than normal lettering and fleetnumbers. Secondly it has a type of luggage roof-rack not previously seen, including an airfoil. Thirdly, a Lancashire registration number is carried. Many leased vehicles carried regional registrations but not often from that particular area. 3606F (F817VFR) was new in 1988 and allocated to the training school at White City, where it was photographed on 24th November 1990.

Comment by *Michael Ellis* on 31/01/2007: I have driven 3606F many times during my time as an Instructor at White City it replaced 2203F, apart from general use, the minibus's main use was for the Duke of Edinburgh award scheme for LT apprentices. During the spring and summer months 3606F was used to places such as the New Forest, Dartmoor and Exmoor and would normally be away from Sunday to Friday, during April - September. The large rack (which was very heavy) was used to carry rucksacks etc and with up to 10 apprentices in it some time's, it was a very slow bus to drive, it had only a 1600 or 1800 engine in it if i remember. 3606F was replaced by J263LLT, fleet number 4133F, I picked it up from Acton on the day it was delivered, 4133F had a factory fitted roof rack, the Minibus was reallocated once the LT apprentice scheme ended.

Comment by *Thomas Young* on 01/02/2007: Hi Michael, welcome aboard and thanks for the comments. We have a picture of 2203F in the snow on Exmoor (see photo 237). I also have a photo of 4133F at Acton in April 1993, still with its roof rack. I will publish this shortly.



Photo 673, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Several service vehicles were often parked on the forecourt of Baker Street station before it was given over to tour buses, but these were usually ones allocated to LUL functions. Thus the appearance of Ford Escort 3-door hatchback 3617F (E880NDF), lettered for the District General Manager - Selkent on the 17th August 1988 is a bit odd. It may have been newly delivered, or being temporarily used by another department. The vehicle was later allocated to Lewisham and lasted until 1991.



Photo 674, by **Colin Lloyd**, added to LTSV on 27/05/2004.

London Transport ran a management training centre in Weybridge called Flagstaff House. In the 1980s this became a more free-standing operation and was eventually sold off. Various minibuses had been based there over the years, including the two ex-FS buses. One of the last was Ford Transit 3646F (F251ANY), seen visiting Acton Works on 8th May 1989. The surrounding vehicles are of some interest and include two hired Ford Transits, Sherpa minibus 2462L, a British Transport Police Ford Transit, and one of the bullion-carrying Mercedes security vans.



Photo 675, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Most of the Peugeot 504 Pick-Up trucks leased in the late-1980s were allocated to bus garages for engineering support duties. Un-lettered 3651P (F681HWL) was no exception and was photographed at its home base of Sutton Garage on 14th April 1991, in company with two DW-class buses. Note the garage sweeper, complete with London General logos, in the background.

Photo 676, by **Colin Lloyd**, added to LTSV on 27/05/2004.

Throughout this site I have called this type of van, with a second row of seats ahead of the cargo area, Crew Vans. Ford Transit Crew Vans often had a window in the sliding door on the nearside, and some, like 3663F (F809AUE) photographed at Northolt on 9th April 1990, also featured an offside window. This reveals the additional seats and the mesh screen separating the rear compartment. 3663F also had a roof-rack of sorts and was reported as being allocated to the signals department based at Earls Court.

Photo 677, by **Colin Lloyd**, added to LTSV on 27/05/2004.

For many years the use of the London Transport roundel was strictly controlled and no modifications were permitted. This was relaxed in the 1980s and the main example was the London Buses version which appeared on many buses. This Bedford Astra van displays a variant of this, with the word SYSTEMS across the bar of the logo. 3667B (F153HHO) was one of several allocated to the ticket machine works at Norwood, and was found visiting Hounslow Bus Station on 23rd June 1989.

Photo 678, by **Ivor Norman**, added to LTSV on 27/05/2004.

Here is another example of the location of an otherwise anonymous vehicle revealing its London Transport connections. Parked at Walthamstow Bus Station on 12th April 1988, this 3-door Vauxhall Astra estate is now known to have been 3470B (D546JPW). Some LT vehicles were operated covertly for security reasons (eg bullion transfer and police) but this one appears to have been used in the bus support role like many of its red-liveried sisters.





Photo 679, by **Ivor Norman**, added to LTSV on 27/05/2004.

This photo has been included as it shows only the second Ford Transit Dropside taken into the numbered fleet (the first having been Mark 2 3355F). It is also the only LUL example reported to have carried red livery. 3529F (E961ELU) was caught at Baker Street in December 1987.



Photo 680, by **Ivor Norman**, added to LTSV on 27/05/2004.

Visiting Harrow Bus Station on 15th January 1991 was 3615F (F735TWP), a Ford Transit van in the livery of London Transport Advertising. This vehicle could often be seen at the depots used by the department, namely Jamestown Road (Camden), Ferry Lane (Tottenham) and Junction Road (Holloway).



Photo 681, by **Ivor Norman**, added to LTSV on 27/05/2004.

Knowing what is a service vehicle and what is not often takes some education and a bit of guesswork. This anonymous Ford Fiesta Van photographed at Tower Gateway on 15th March 1990 is in fact 3658F (E167LWP). The location and the livery give away the fact that this vehicle was allocated to the Docklands Light Railway, another clue being the mud! DLR vehicles were often rather spattered with dirt, probably as a result of the amount of construction lorries passing through their home area. Passing in the background is one of the large fleet of Wadham Stringer bodied midibuses operated by the Inner London Education Authority.



Photo 682, by **Keith Grimes**, added to LTSV on 27/05/2004.

Forward control lorries are fitted with tilting cabs to permit access to the engine and gearbox, as demonstrated by Dodge Commando 2406D (A406SJD) at Chiswick Works on 13th August 1988. This dropside lorry featured a crew-cab and tail-lift and can be seen in a more conventional state here.





Photo 683, by **Keith Grimes**, added to LTSV on 27/05/2004.

2414L (B414WUC) was part of a batch of three Freight Rover Sherpa 350 Vans that were bought in December 1984. As can be seen in this view taken at Chiswick Works on 13th August 1988, 2414L was lettered as an emergency vehicle for the signal engineering department, and it remained in use until July 1990.



Photo 684, by **Keith Grimes**, added to LTSV on 27/05/2004.

Ferry Lane depot, on the fringes of Tottenham Marshes, was used by the publicity and advertising department. Seen there on 27th March 1988 was Mercedes-Benz 307D Curtainsider 2426M (C712VOY) which, like the rest of this batch, could not be bothered to carry its own fleetnumber!



Photo 685, by **Keith Grimes**, added to LTSV on 27/05/2004.

One of a handful of Peugeot 504 Pick-Ups that was fitted with a Truckman hard-top, 3486P (D577OFC) was photographed at Chiswick Works on 13th August 1988. Like most such vehicles, it had been registered in Oxfordshire.



Photo 686, by **Keith Grimes**, added to LTSV on 27/05/2004.

Fairly ordinary vehicles are often made more interesting by knowing what their function was. Sometimes the lettering would reveal this, as in the case of 3519F (E127OFU), a Ford Escort Van operated by the Leaside District Radio Repair Team. This vehicle was based initially at Edgware garage, where this picture was taken on 10th April 1988, before moving to Wood Green around the end of that year.





Photo 687, by **Richard Eversden**, added to LTSV on 27/05/2004.

The last Dodge vehicle taken into the central fleet was the second of two S50 dropside trucks. 2424D (C424BYH) differed from sister 2374D in being fitted with a crew-cab. New in December 1985, it was found at Southgate station on 7th June 1990.



Photo 688, by **Richard Eversden**, added to LTSV on 27/05/2004.

The first Mercedes-Benz vehicles in the service vehicle fleet were two batches of 307D trucks bought in 1986 and finished either as curtain-siders or drop-sides. 2427M (C715VOY) was one of the latter although it did not carry its fleetnumber when photographed at Enfield Garage on 6th August 1988.



Photo 689, by **Richard Eversden**, added to LTSV on 27/05/2004.

In the early-1980s a larger variant of the Sherpa model was introduced, although comparatively few were used as service vehicles. 2456L (C105KON) arrived in 1986 and was a Freight Rover Sherpa 350 High-Roof van with roof-rack. Reported as being new in grey livery, by the time this photograph was taken at Turnpike Lane Station on 11th February 1990, a darkish-red livery was carried, along with lettering that read LONDON UNDERGROUND LTD, DEPOT PLANT, (PLANT ENGR ACTON WORKS). 2456L was sold to bus company BTS of Borehamwood in October 1992.



Photo 690, by **Richard Eversden**, added to LTSV on 27/05/2004.

The publicity department had an office at Stockwell bus garage, where a collection of Bedford CF vans were usually parked, as seen in the background of this 3rd January 1988 view. To the fore however is a Ford Escort van numbered 3263F (A939WTL) and lettered for London Transport Emergency Operations. Little is known about this vehicle other than that it was at times allocated to Heathrow Airport and Victoria Bus Garage. It left the fleet in July 1988.





Photo 691, by **Richard Eversden**, added to LTSV on 27/05/2004.

For light duties London Transport leased a total of 45 pick-ups between 1984 and the mid-1990s. These were split almost equally between the Ford P100 and Peugeot 504 models and this view taken at Enfield Garage on 26th August 1987 is unusual for showing both. Nearest the camera is Ford P100L 3295F (B393LLN), lettered simply Builders and clearly showing its Cortina parentage. The Peugeot behind is notable for being fitted with a Truckman hard-top.



Photo 692, by **Richard Eversden**, added to LTSV on 27/05/2004.

The publicity department at Stockwell garage played host to several generations of Bedford CF van, most of which carried the sliding cab doors favoured for the role. The last batch arrived in 1987 and comprised 18 CF230 vans like 3430B (D333YBB) pictured at home on 13th February 1988. No lettering was carried other than a small Bus Stop Maintenance sticker. Stockwell garage was also used as an overnight base for Anglo-Scottish coaches, one of which can just be glimpsed in the background.



Photo 693, by **Richard Eversden**, added to LTSV on 27/05/2004.

A large batch of Inspector's vehicles was leased in 1986, all based on the GM Astra product. The van examples were badged as Bedfords as seen on 3461B (D982HVF) at Streatham Garage on 22nd August 1987. Most of the batch were replaced by similar vehicles in Spring 1989.



Photo 694, by **Richard Eversden**, added to LTSV on 27/05/2004.

The batch of Astras delivered in 1986 for use by inspectors featured both vans and estate cars. 3462B (D111HVF) was an example of the latter, badged as a Vauxhall, and here shows off its three-door layout at Hounslow Bus Station on 28th June 1987. These vehicles had a propensity to shed parts of their lettering, which normally read LONDON TRANSPORT, GENERAL MANAGER BUSES.





Photo 695, by **Richard Eversden**, added to LTSV on 27/05/2004.

Bedford Astra 1.3L van 3480B (D89HVF) was supplied as part of a batch of inspectors vehicles in 1986. Unlike the others though, it was lettered for London Transport Distribution Services and lacked the roof-mounted roundel. Photographed at Enfield Garage on 3rd December 1986, the vehicle was allocated to Wood Green Garage, later moving to Chiswick.



Photo 696, by **Richard Eversden**, added to LTSV on 27/05/2004.

22 Peugeot 504 Pick-Up trucks were leased in late-1980s and early-1990s, all but one of which were used for bus engineering support duties. A typical example is 3500P (D828PFC), photographed inside Stockwell bus garage on 28th October 1988. Bearing a Wandle District sticker, the vehicle was withdrawn in August 1990. Like most examples, this one had been registered in Oxfordshire, presumably by the dealer.



Photo 697, by **Richard Eversden**, added to LTSV on 27/05/2004.

3527F (E962ELU) was a Long-Wheelbase Mid-Height Ford Transit 130 Van with minimal roof-rack, new in 1987. The generous cab-side lettering reads LONDON UNDERGROUND LTD, MAINTENANCE MANAGER, (SIGNAL & ELECTRICAL ENGINEER). Turnpike Lane Station, 22nd July 1989.



Photo 698, by **Richard Eversden**, added to LTSV on 27/05/2004.

The use of Grey livery on small service vehicles was stopped in about 1985, most then carrying London Transport Red. Typical is this Ford Transit low-roof van new in 1988 and numbered 3576F (E506OJT). The lettering is rather non-standard and reads Underground Ticketing System (Maintenance Unit). An unusual open roundel is also carried, together with the number B2 on the cab door. Parked behind is a Ford Escort Van operated by bus company Grey Green. Turnpike Lane Station, 26th September 1989.



Photo 699, by **Richard Eversden**, added to LTSV on 27/05/2004.

After years of using mainly Bedford CF vans, the Publicity department renamed itself London Transport Advertising in the mid-1980s and diversified its vehicle policy. Many of the new vehicles carried a white livery with the LTA graphics, as seen here on Ford Fiesta van 3620F (E565KWP) at Stockwell Garage on 28th October 1988. Note that the new logo has also been applied to the Bedford CF van alongside.



Photo 700, by **Richard Eversden**, added to LTSV on 27/05/2004.

Like 3320F (see photo 379), Ford Escort Van 3650F (C706TSO) was one of a small number of second-hand vehicles taken into the leased fleet. This accounts for the non-standard dark-blue livery and the out-of-sequence number. Photographed at Turnpike Lane Station on 24th August 1989, the vehicle lasted until about 1993.



Photo 701, by **David Rowe**, added to LTSV on 04/06/2004.

As well as a fleet of 15 Vauxhall Zafira estate cars, 4 broadly similar Ford Galaxy cars were leased for LBSL use in late 2003. Found at Uxbridge bus station in May 2004 was VU53NUA. Unlike the Zafiras, one of which is parked behind, the Galaxy cars do not carry fleetnumbers.





Photo 702, by **David Rowe**, added to LTSV on 04/06/2004.

LUL make use of two mini-dustcarts to complement the larger vehicles. 2556M is a Mercedes-Benz 814D, while 2564F (S498RLH) is an Iveco Cargo. Based on the ML75 E14S model, this is the only example of the light-weight Cargo, with flush mudguards and a single step into the cab. Caught on film at Victoria Station in May 2004.



Photo 703, by **Thomas Young**, added to LTSV on 04/06/2004.

In terms of style, the Ford Galaxy probably pips the similar Vauxhall Zafira. This low view of Galaxy VU53NUA, taken at Uxbridge Bus Station on 28th May 2004, highlights the sleek lines of the vehicle, a far cry from the utilitarian Ford Escort estates once used by bus service controllers.



Photo 704, by **Thomas Young**, added to LTSV on 04/06/2004.

This view of Vauxhall Zafira estate 5562V (LT53GGX) at Uxbridge Bus Station on 28th May 2004 shows the Dual Fuel badging and the additional LPG filler cap. It also provides an interesting comparison between the designs of the Zafira and Galaxy cars, the vehicle in front being Galaxy VU53NUA.



Photo 705, by **Thomas Young**, added to LTSV on 04/06/2004.

LUL has a large depot at Lillie Bridge near Earls Court which is home to quite a number of service vehicles. Most of these are hidden away from public view but a few can be seen from the bridge on West Cromwell Road. This picture taken on 31st May 2004 shows graffiti-damaged Ford Transit van 5352F (KE02YSR) with two similar vehicles, all of which carry Tube Lines livery.



Photo 706, by **Thomas Young**, added to LTSV on 04/06/2004.

Caught on film near Putney bus garage on 31st May 2004, this Ford Transit van operated by London General was the previously unreported X273AGX.



Photo 707, by **Thomas Young**, added to LTSV on 04/06/2004.

The excuse for showing yet another picture of London General's Leyland Freighter bus recovery truck (formerly 2415L (B731XJD)), is that it now carries yet another different livery! This view was taken at Putney garage on 31st May 2004. Not previously noticed was the fact that this vehicle had recently reverted back to its original registration, having carried VLT46 for a few years. The ex-Routemaster number was later used on London General's new Volvo recovery truck.



Photo 708, by **Thomas Young**, added to LTSV on 04/06/2004.

The 15 Vauxhall Zafira estate cars leased in late 2003 can be found at various London Buses locations. On 1st June 2004, 5570V (LT53GCO) was parked at Sycamore House, Thornton Heath.





Photo 709, by **Thomas Young**, added to LTSV on 04/06/2004.

This rear view of Ford Transit van 5584F (KJ53UNV) shows the extra height of the High-Roof version of the Transit. The label in the rear window reads Wandsworth & Merton Response Van, although the picture was taken at Sycamore House, Thornton Heath on 1st June 2004.

Comment by *John Forge* on 11/10/2005: Noted at Putney Heath Green Man 15/07/05



Photo 710, by **Thomas Young**, added to LTSV on 04/06/2004.

Vauxhall Zafira estate car 5567V (LT53GJF) was one of two vehicles found at Sycamore House on 1st June 2004 that had been photographed at Eltham earlier in the year. It is not yet clear how permanent the allocation of such vehicles is.



Photo 711, by **Thomas Young**, added to LTSV on 04/06/2004.

Most London Buses service vehicles are allocated either to bus stations or the headquarters at Victoria. An exception to this rule is Sycamore House at Thornton Heath. Formerly the head office of the South London bus unit, it now acts as a focal point for vehicles covering areas such as Croydon, Wandsworth and Mitcham. Parked under the trees (from which the building presumably took its name) on 1st June 2004 were four red liveried vehicles. From the left they are Vauxhall Movano 5209V, Ford Transit 5584F, Vauxhall Zafira 5570V and Transit 5585F.



Photo 712, by **Thomas Young**, added to LTSV on 04/06/2004.

At least 12 of these Ford Transit 125 T300 High-Roof Vans were leased for use by London Buses around the beginning of 2004. 5585F was parked under the trees at Sycamore House, Thornton Heath, on 1st June that year.



Photo 713, by **Thomas Young**, added to LTSV on 04/06/2004.

Found at Sycamore House, Thornton Heath on 1st June 2004, Vauxhall Movano van 5209V (Y445SLD) had been based at Eltham Bus Station earlier in the year.



Photo 714, by **Thomas Young**, added to LTSV on 04/06/2004.

Together with 5 red-liveried vehicles, Sycamore House was also host to one hired van on 1st June 2004. Ford Transit van LG04TZF was in dealer livery but carried the familiar red and yellow chevrons on the rear, and a London Buses notice in the windscreen. It is surprising that such hires are still necessary, given the large influx of vehicles over the previous year (including Vauxhall Zafiras like 5567V seen in the background).



Photo 715, by **Clive Greedus**, added to LTSV on 07/07/2004.

Leyland Titan PD3 Railway Breakdown Tender 1416LD (JLA72D) was the last of 9 such vehicles delivered, and was the only one to feature an integral cab, and also the only one to later serve in the bus breakdown role. Having been in preservation for about 20 years, it is a much-photographed vehicle, but not often from the back. Clive did the honours at the 2004 North Weald rally on 27th June 2004. [Click here to see the front.](#)





Photo 716, by **Clive Greedus**, added to LTSV on 07/07/2004.

Parked near Newbury Park station on 4th July 2004, this Vauxhall Astra 1.4LS Estate in Metronet-branded standard livery is actually 5321V (LS51GVX), despite claiming to be V5321! The LUL-related fleet has continued to dual-source, also taking quantities of Ford Focus and Mondeo Estates.



Photo 717, by **Clive Greedus**, added to LTSV on 07/07/2004.

This view of Vauxhall Astra Estate 5321V (LS51GVX) near Newbury Park station on 4th July 2004 is interesting for the livery treatment on the rear. As seen on similar vehicles, the blue skirt is not carried onto the bumpers. However, it has been applied to the bottom of the rear door.



Photo 718, by **Clive Greedus**, added to LTSV on 07/07/2004.

5481V (LK52JZM) is a Vauxhall Movano used by the London Transport Museum and often seen attending rallies and events such as here at North Weald on 27th June 2004. Short-wheelbase Movanos were used in the bus station support role, while this is a long-wheelbase version.



Photo 719, by **Colin Lloyd**, added to LTSV on 07/07/2004.

London Country 24F (UCD358S) was a Ford D0910 Dropside Lorry new in 1977. When photographed at Garston garage on 11th February 1984, it had been in use as a driver trainer, hence the plate on the front panel. Note the small grey fleetnumber on the cab door, and the tilt support framework.



Photo 720, by **Colin Lloyd**, added to LTSV on 07/07/2004.

Most London Country service vehicles carried National Bus Company green livery, with white lettering and the NBC logo. A typical example is 26F (UUF227S), a Ford Transit van new in 1978. It was photographed at Garston Garage on 27th June 1985.



Photo 721, by **Colin Lloyd**, added to LTSV on 07/07/2004.

This nice picture was taken at the leafy Dorking Garage on 28th April 1984. The two lorries are 32F (YFG495T), a Ford D0910 Dropside lorry new in 1978 and in use as a driver trainer, 5B (LAA441F), a Bedford KGA tanker new in 1968 and acquired second hand in 1979. This was the second use of the fleetnumber 5. The bus is preserved prototype Routemaster RMC4 (SLT59).



Photo 722, by **Colin Lloyd**, added to LTSV on 07/07/2004.

London Country inherited four of the five Ford Trader tree-logging vehicles from London Transport in 1970. In 1979 the bodies of two of these were transferred to a pair of new Ford D0710 chasis numbered 34F and 35F. Then in December 1984, these two were given new bodies to a similar though plainer design. This view of 35F (BNJ92T) taken at Hemel Hempstead Garage on 27th June 1985 shows the offside access door and the London Country lettering and NBC logo.



Photo 723, by **Colin Lloyd**, added to LTSV on 07/07/2004.

While contemporary London Transport lorries tended to have wood dropside panels, London Country vehicles often used more heavy-duty, metal doors. A typical example is Ford D0910 lorry 39F (EUF63V), seen at Dorking Garage on 13th January 1985.



Photo 724, by **Colin Lloyd**, added to LTSV on 07/07/2004.

After London Country was split into four companies in 1986, new liveries were developed but many vehicles remained in NBC green. An example of this is Ford Transit van 44F (HUF517V), photographed at Golders Green bus station on 27th September 1987, on which the only change is the application of legal lettering for London Country North West. This company ran red-liveried Optare CityPacer minibuses on a number of LT routes, one of which is seen in the background.

Photo 725, by **Colin Lloyd**, added to LTSV on 07/07/2004.

Like London Transport, London Country turned to the Ford Cargo for service lorries when production of the D-series finished in the early 1980s. The first example was 46F (FCD243X), a Cargo 1011 Dropside Lorry seen here at Dartford Garage on 4th September 1986.

Photo 726, by **Colin Lloyd**, added to LTSV on 07/07/2004.

51F (VNJ192Y) was a Ford Cargo 1011 Dropside Lorry operated by London Country Bus Services. It was photographed on 27th June 1985 leaving Addlestone garage. In the background are a pair of SNB-class Leyland National buses, one of which carries an advertising livery.

Photo 727, by **Colin Lloyd**, added to LTSV on 07/07/2004.

NBC green livery is seen here carried by Ford Cargo 1011 Dropside Lorry 52F (VNJ193Y), photographed at St Albans Garage on 18th August 1985. Parked behind is a BL-class Bristol LH bus in use as a driver trainer while an SNB Leyland National noses in from the right.



Photo 728, by **Colin Lloyd**, added to LTSV on 07/07/2004.

Like London Transport, London Country used a number of Ford Transit vans for roles that did not require anything larger. An example new in the early 1980s is 53F (WPN327Y), photographed at Reigate Garage on 20th June 1986.



Photo 729, by **Colin Lloyd**, added to LTSV on 07/07/2004.

The SYSTEMS roundel was carried in the late 1980s by vehicles allocated to the ticket machine works at Norwood. These could be seen visiting various parts of the system including Alperton Garage, where this view of Bedford Astra van 3669B (F816XPV) was taken on 1st December 1990.



Photo 730, by **Colin Lloyd**, added to LTSV on 07/07/2004.

3692L (E77SOG) was an unusual Freight Rover Sherpa 200 van, acquired on lease in 1988 and used until January 1990. It carried white livery with temporary-looking lettering and may have been second-hand. It was found at Acton Works on 4th August 1989. Note the smart wheel trims.



Photo 731, by **Colin Lloyd**, added to LTSV on 07/07/2004.

LUL blue livery was applied to a couple of dozen vehicles in 1989 and 1990, shortly before the adoption of the familiar white and blue version. One of these was Ford Transit van 3694F (F261EFK), new in April 1989 and seen still looking fresh at Acton Works on 28th February 1990. This vehicle was later fitted with a roof rack and lasted until 1992.





Photo 732, by **Colin Lloyd**, added to LTSV on 07/07/2004.

Most of the recent livery schemes specified for service vehicles used Ford stock colours, and it was not unusual for other manufacturers to not quite match these. Seen here is Vauxhall/Bedford's attempt at London Underground blue, which is a somewhat duller shade than normal. The subjects are a pair of Bedford Astra vans allocated to the Lifts & Escalators Manager and caught on film at Edgware Road on 25th March 1989. They are 3696B (F957GTY) and 3697B (F960GTY).



Photo 733, by **Colin Lloyd**, added to LTSV on 07/07/2004.

3705F (F624PVL) was a Ford Transit minibus operated by London Underground Ltd in their blue livery from July 1989 to July 1992. It was photographed at Acton Works on 1st August 1991 in the company of Freight Rover van 2456L (C105KON).



Photo 734, by **Colin Lloyd**, added to LTSV on 07/07/2004.

3707F (F561PTL) was a long-wheelbase, mid-height Ford Transit van with a glazed door and an unusual combination of roof-mounted light-bar and roof rack. It was seen with minimal lettering at Acton Works on 27th February 1991.



Photo 735, by **Colin Lloyd**, added to LTSV on 07/07/2004.

Like the Peugeot 504, the Ford P100 Pick-Up was used in the bus engineering support role, notably by Selkent. 3709F (F881SUY) however was allocated to London Forest at Walthamstow Garage. It was photographed paying a visit to a damp Acton Works on 28th February 1990.



Photo 736, by **Colin Lloyd**, added to LTSV on 07/07/2004.

The utilitarian Peugeot 504 Pick-Up was favoured for use as an engineering run-about by several East London bus garages. Seen here at Barking on 28th July 1990 is 3725P (F832LFC). Note the roof beacon and spot-lights.



Photo 737, by **Colin Lloyd**, added to LTSV on 07/07/2004.

3731F-3736F were a batch of Ford Transit vans leased in Autumn 1989 for use by the Lift & Escalator Manager at Griffith House. A number of these are seen at home on 27th February 1991, headed by 3732F (F170WRU). Note the LUL blue livery and large roof racks carried.



Photo 738, by **Colin Lloyd**, added to LTSV on 07/07/2004.

In the 1980s, service vehicles were painted either red, grey or white with a few exceptions. One of these was Ford Transit van 3758F (F786NFE) which carried this shade of green, for reasons unknown. The oddity was found at the Baker Street offices of LUL on 13th March 1991.



Photo 739, by **Colin Lloyd**, added to LTSV on 07/07/2004.

Another example of a 'stealth' service vehicle, given away this time by it being parked at the advertising department offices on Jamestown Road, Camden. 3760B (F457FKY) was a Vauxhall Midi van used from July 1989 until August 1992, photographed on 17th February 1990. A Vauxhall Rascal van can just be seen parked alongside, showing the difference in size between these two broadly similar designs.





Photo 740, by **Colin Lloyd**, added to LTSV on 07/07/2004.

A type commonly seen at bus stations in the early 1990s were Inspector's Vauxhall Astra Vans. This example was numbered 3772B (G873PVK) and was allocated to Edgware, where it was photographed on 25th April 1990.



Photo 741, by **Colin Lloyd**, added to LTSV on 07/07/2004.

In recent years, service vehicles have been delivered to Acton works, where they were prepared for their working lives. Colin Lloyd managed to photograph many of these during his visits there, such as this long-wheelbase Ford Transit van seen on 28th February 1990. 3784F (G264DFX) was destined for use by the Emergency Signal & Electrical Unit, and it was soon repainted in the new white and blue livery as seen here.



Photo 742, by **Ivor Norman**, added to LTSV on 07/07/2004.

Typical of a large number of Ford Transit Vans leased during the 1980s and 1990s is 3671F (G498BAB), a short-wheelbase, low-roof version photographed at Shadwell on 3rd June 1992. Leased vehicles often had comparatively short working lives with London Transport, and this van was withdrawn two months after this picture was taken, having served for just three years. Note the lack of lettering other than the fleetnumber, this being a fairly common feature.



Photo 743, by **Ivor Norman**, added to LTSV on 07/07/2004.

A fleet of small Bedford Rascals vans was used by LUL Cleaning Services between 1988 and 1992. These white vans were mainly allocated to Junction Road, Holloway, but could be seen at a variety of locations. On 26th April 1989, 3700B (F194VHD) and 3701B (F197VHD) were parked at King's Cross Station.

Photo 744, by **Ivor Norman**, added to LTSV on 07/07/2004.

3763F to 3770F were all Ford Transit vans leased in late 1989 and allocated to bus garages in South London. 3767F (G877CLJ) went to Norwood, where it was photographed on 19th July 1992. Vehicles used by garage engineers were often customised. This example has had spotlights and wheeltrims fitted, and carries promotional lettering. Oh, and a Michelin man on the front!

Photo 745, by **Keith Grimes**, added to LTSV on 07/07/2004.

Of 9 breakdown tenders based on the Leyland Titan PD3 chassis delivered in the 1960s, 1416LD (JLA72D) was the least unattractive! The other vehicles (such as 1279LD) featured a stepped roof line, resulting in a most ungainly appearance. The nature of their duties made them quite long-lived, serving up to 19 years, and three of the type have survived into preservation. After initial use by the Signal Engineers department, 1416LD was transferred to Camberwell garage for bus breakdown recovery duties, and it could often be seen in the company of 1456MR as here. 1416LD was photographed at the North Weald rally in June 2000.

Photo 746, by **Kim Rennie**, added to LTSV on 07/07/2004.

Despite the delivery of a large number of new vans during 2003 and 2004, hired vans continued to appear in the bus support role. A typical example is this Ford Transit van X948GCF, photographed at Bow on 16th June 2004. This late example of the Mark 5 Transit has had a Buses roundel applied to the bonnet.

Photo 747, by **Richard Eversden**, added to LTSV on 07/07/2004.

Most of the inspector's cars leased in 1989 were Vauxhall Astra Vans like 3680B (see photo 230). There was also one 3-door Astra Estate numbered 3683B (F149OCN), photographed at New Cross Garage on 5th August 1989.





Photo 748, by **Richard Eversden**, added to LTSV on 07/07/2004.

Ford Transit Dropside trucks were not common as service vehicles until the 1990s. One of a few examples leased before then was 3695F (F617OFE), new in June 1989 and photographed at Turnpike Lane Station on 15th February 1990. Note the window and door-less crew cab, and the short dropside body.



Photo 749, by **Richard Eversden**, added to LTSV on 07/07/2004.

Like many vehicles of the period, Ford Escort van 3745F (F786YLJ) carries no lettering other than the fleetnumber. New in July 1989, it was allocated to a variety of depots and its actual role is not known. On 5th September 1989 it was found at the bus stand on Cornwall Road, Waterloo. The building behind remains in situ although the parking area has now been given over to the Red Arrow fleet of articulated Mercedes-Benz Citaro buses.



Photo 750, by **Richard Eversden**, added to LTSV on 07/07/2004.

Ford Fiesta vans obviously had only a limited load carrying capability, but they found a role with London Transport, with over 50 being operated between 1985 and 1998. 3756F (F104SLT) was new in July 1989 and allocated to Buckingham Palace Road. It was photographed visiting Enfield garage on 8th October 1989.



Photo 751, by **Thomas Young**, added to LTSV on 07/07/2004.

Metroline has been using a fleet of second-hand Carbodies FX4 taxis in the crew ferry role for a while now, and has obtained some large white lettering to number them in the FYTxx series. This is fine on the more common black vehicles but at least one carries a white livery, making it perhaps a stealth service vehicle! FYT21 (L419GYL) was parked outside Holloway bus garage on the occasion of the open day on June 25th 2004.



Photo 752, by **Thomas Young**, added to LTSV on 07/07/2004.

This standard (ie 90 T350, long-wheelbase, mid-height, with roof-rack) Ford Transit van was found parked near Golders Green on June 26th 2004. Carrying Metronet BCV logos, it was numbered 5393F (KE52OAB).



Photo 753, by **Thomas Young**, added to LTSV on 07/07/2004.

A slightly badly timed shot taken at Kingston Cromwell Road bus station on July 1st 2004 shows Tellings Golden Miller Ford Transit service van N366HLA attending to a troublesome Dennis Dart. This vehicle is unusual for being a high-roof yet short-wheelbase version, rather like London General T660NGW, and also for having small windows in the roof.



Photo 754, by **Unknown**, added to LTSV on 16/07/2004.

Ford Transit Van 3022F (LBK190Y) was withdrawn in 1984 when just two years old. This photograph shows why! Seen loaded on a step-frame trailer at Chiswick Works on 17th April 1984, the vehicle had obviously had a fairly serious fire. The allocation data shows that it returned to service at Ruislip in September 1984 before being withdrawn again two months later. Given the extent of the damage, this seems unlikely.





Photo 755, by **Colin Lloyd**, added to LTSV on 16/07/2004.

Ford Transit minibus 3603F (F787SWP) was parked at Acton Works on 26th July 1990 in a rather sorry state. The damage suggests it was either hit by a tree or some other overhead obstruction, or that it rolled over. The vehicle was just over a year old at the time and it did not return to service.



Photo 756, by **Colin Lloyd**, added to LTSV on 16/07/2004.

Another service vehicle that had been in the wars was this Ford Sierra Estate, photographed at Acton Works on 30th November 1990. 3642F (F73CYC) was one of just 5 Sierras that London Transport used, and had been new in 1988 to the LUL Breakdown section based at Neasden. It is not known if the vehicle was repaired although it had left the fleet by the start of 1992.



Photo 757, by **Colin Lloyd**, added to LTSV on 16/07/2004.

Vauxhall Astra Van 3789B (G509XRV) had sustained some major rear-end damage when it was photographed at Acton Works on 29th April 1991. Allocated to the Cleaning Services department at Junction Road, Holloway, it had been new in March 1990 and reportedly remained in the fleet until February 1993.



Photo 758, by **Keith Grimes**, added to LTSV on 16/07/2004.

Parked at Chiswick Works on 13th August 1988, this Ford Transit Van had sustained some frontal damage recently. 3567F (E190OEL) had only been taken into stock earlier in the year, and was used by the Advertising department from the base at Jamestown Road, Camden. It was apparently patched up and returned to use at the same location by the end of the year. The vehicle alongside is one of the unmarked Mercedes-Benz Bullion vans.



Photo 759, by **Thomas Young**, added to LTSV on 16/07/2004.

This picture taken from the footbridge over York Road, Waterloo on 14th July 2004 shows one of the ERU Volvo FL6 demountable trucks awaiting the return of its crew. The only changes to 2566V (S266KRX) since it was new in 1999 are the addition of the Tube Lines logo towards the rear, and the removal of the offside fleetnumber. It still carried demountable body DB4, and this view shows the partitioned crew compartment towards the front, and the side lockers. While the crew compartment is provided with windows to side, front and top, the main part of the body has translucent roof panels to offer illumination. Note also the fuel filler point between the lockers, most likely to supply a generator.



Photo 760, by **Thomas Young**, added to LTSV on 16/07/2004.

Another view of Volvo FL6 demountable 2566V (S266KRX) parked near Waterloo station on 14th July 2004 shows the nearside access door to the crew compartment. These bodies (in this case DB4) were originally carried by Mercedes-Benz 814 trucks like 2496M.



Photo 761, by **Thomas Young**, added to LTSV on 16/07/2004.

2572M (T472JLD) is a vehicle often seen in Central London, being a Mercedes-Benz Vario 814D Box Truck allocated to the LUL Emergency Response Unit depot at Camden. On 14th July 2004 it was found parked on York Road, Waterloo.





Photo 762, by **Thomas Young**, added to LTSV on 16/07/2004.

The appearance of the distinctive lorries of the ERU fleet is often an ominous sign of travel disruption. However, on 14th July 2004, two such vehicles were parked on York Road, Waterloo, attending an apparently minor incident at the nearby underground station. To the fore is Mercedes-Benz Vario 814D 2572M (T472JLD), while behind is Volvo FL6 demountable 2566V (S266KRX). Nobody seems to mind the fact that the V suffix is more commonly used for Vauxhall products.



Photo 763, by **Thomas Young**, added to LTSV on 16/07/2004.

Chapel Street, off Edgware Road, should be on the itinerary for any SV hunter, as it is the location of Griffith House and the small Edgware Road depot, as well as being near to the Baker Street offices of LUL. Stopping to call at the newsagent on 12th July 2004, this Tube Lines liveried van may have been headed for any of these. 5275V (FN51HZH) is listed as a Vauxhall Combo 1.7LS van, although the badge on the rear stated Combo D.



Photo 764, by **Thomas Young**, added to LTSV on 16/07/2004.

Following a tip-off, I tracked down these two Ford Transits parked near Marylebone Station early on July 12th 2004. Belonging to the Passenger Data department of London Buses, they were presumably engaged in survey work. To the fore is Crew Van 5365F (KG02YKA), while behind is brand new 12-seat Minibus 5664F (KC04YGM). Both are mid-height models, 5365F being a short-wheelbase example whilst 5664F is medium-wheelbase. The difference is accounted by the length of the door and the gap between this and the rear wheel. Other differences include the fitting of a light-bar to 5365F, and variations in the top side panels, type of London Buses logo carried, and the positioning of the orange striping. Please stop me if I sound like I'm becoming obsessed!



Photo 765, by **Thomas Young**, added to LTSV on 16/07/2004.

5664F (KC04YGM) was a matter of weeks old when photographed at Marylebone Station on 12th July 2004. A 12-seat Ford Transit Minibus, it was allocated to the Passenger Data department of London Buses.



Photo 766, by **Colin Lloyd**, added to LTSV on 22/07/2004.

Ford Transit van 4687F (N289KCL) acted as a mobile Bus Information point until its replacement by 5040F in 2000. Its normal base was Aldgate Bus Station, where this view was taken on 30th October 1999. As can be seen, the vehicle has windows on the nearside (including an enquiry point), and none on the offside, a pattern repeated on 5040F.



Photo 767, by **Colin Lloyd**, added to LTSV on 22/07/2004.

Seen passing the entrance to Victoria Coach Station on 1st April 1999 is Ford Transit 12-seat Minibus 4524F (M886NBE). The vehicle carries several roundels and London Transport Buses lettering. It also carries a small number 4 in a yellow box on the bumper, for reasons unknown.



Photo 768, by **Colin Lloyd**, added to LTSV on 22/07/2004.

A long-wheelbase Ford Transit van in use by London Transport buses, 4546F (N488PJV) was new in January 1996 and photographed at Euston on 9th January 1997.





Photo 769, by **Colin Lloyd**, added to LTSV on 22/07/2004.

4718F to 4726F were long-wheelbase Ford Transit vans used by London Transport Buses from 1996 until about 2001. 4723F (P251KKY) was photographed at Lewisham on 31st January 1998.



Photo 770, by **Colin Lloyd**, added to LTSV on 22/07/2004.

From 1996, a number of long-wheelbase Ford transit vans were leased for use by London Transport Buses, replacing a batch of VW Transporter vans at bus stations around London. All carried White livery, and some had additional windows in the side door, as seen on 4725F (P259KKY) at Victoria on 18th October 1997. Barely visible is the non-standard, serif font used for the fleetnumber.



Photo 771, by **Ivor Norman**, added to LTSV on 22/07/2004.

White vehicles were used in the bus station support role during the 1990s. Typical of these is long-wheelbase Ford Transit van 4803F (R161KBM), seen at the new bus station at North Greenwich on 26th August 1999. This example was withdrawn in July 2001.



Photo 772, by **Kim Rennie**, added to LTSV on 22/07/2004.

This picture taken at Stratford Bus Station in Spring 2002 shows two newly delivered Ford Transit vans. To the fore is 5298F (KE02YSN) while behind is what is probably 5300F (KE02YVM). Note that the orange striping and London Buses labels had yet to be applied.



Photo 773, by **Thomas Young**, added to LTSV on 22/07/2004.

In 2003 and 2004 a number of vehicles have been seen on hire to London Buses. These have included dealer vehicles, and service vehicles from other departments. A good example of this is 5271F (KF51GNV), a 'small' Ford Transit liveried for the Tube Lines fleet. New in 2001, by July 21st 2004 it was in use at Kingston Bus Station, having also been seen a month earlier at Harrow Bus Station. It has had London Buses chevrons applied to part of the rear doors.



Photo 774, by **Thomas Young**, added to LTSV on 22/07/2004.

A second batch of Mark 6 Ford Transit vans for London Buses use arrived in early 2004. Like the previous batch, these were medium-wheelbase, high-roof models, although this time based on the 125 T300 chassis rather than the 100 T300. Two of this batch were initially allocated to Kingston bus station, including 5578F (KJ53UOB) photographed there on 21st July 2004.



Photo 775, by **Thomas Young**, added to LTSV on 22/07/2004.

Bus Information van 5040F (X188GBH) has featured on this site before, but this view, taken at its regular home of Aldgate Bus Station on 1st February 2004, shows more clearly the roll-out awning box, and the irregular side windows. Compare these windows to those on 5664F (see photo 765), a standard Mark 6 Transit minibus. Note also the numerous aerials mounted on the roof dome.





Photo 776, by **Thomas Young**, added to LTSV on 25/07/2004.  
Allocated to Aldgate Bus Station since delivery in early 2004, 5589F (KJ53UOG) is one of 12 Ford Transit 125 T300 High-Roof vans leased for use by London Buses. It was photographed on 23rd July 2004, parked next to Mobile Information van 5040F.



Photo 777, by **Thomas Young**, added to LTSV on 25/07/2004.  
Aldgate Bus Station on Friday 23rd July 2004 with a number of non-standard types present. On the left is brand new VW LT35 minibus 5614 (RJ04W NX), parked in front of similar 5281 (RJ51NWY). To the right is a hired vehicle in white livery with rather patchily applied chevrons. Though it looks very like a Vauxhall Vivaro, LS52XEZ is in fact a Nissan Primastar.



Photo 778, by **Thomas Young**, added to LTSV on 25/07/2004.  
5281 (RJ51NWY), seen on the left in this view taken at Aldgate Bus Station on 23rd July 2004, was the first Volkswagen LT35 minibus in the fleet, and remained unique for over 2 years. It was then joined by similar 5614 (RJ04W NX), seen on the left, while a further example was sent to Eltham. There are several differences between these two. 5281 carries a darker red livery, has a rear-mounted light-bar and the earlier style of London Buses lettering. Finally, while 5281 is an LT35 109 model, 5614 is an LT35 95. Note that neither carry manufacturer's suffixes. In the background is hired Nissan Primastar LS52XEZ.



Photo 779, by **Thomas Young**, added to LTSV on 25/07/2004.  
A surprise find at Aldgate Bus Station on 23rd July 2004 was a new Volkswagen LT35 minibus, joining 5281 already allocated there. This view shows the new example, 5614 (RJ04W NX).



Photo 780, by **Thomas Young**, added to LTSV on 25/07/2004.

Metrobus restocked its service vehicle fleet in late 2003 with 23 new Ford vans. These included some of the smaller Transit Connect vans such as 9002 (GY53CZF), photographed at Eltham Bus Station on July 24th 2004.



Photo 781, by **Thomas Young**, added to LTSV on 25/07/2004.

As well as being home-base for a number of London Buses vehicles, Eltham Bus Station often plays host to bus company vehicles. Seen on July 24th 2004 are two of the latter, with Stagecoach Ford Focus Estate (Y383JAU) parked in front of Metrobus Ford Transit Connect Van 9002 (GY53CZF).



Photo 782, by **Thomas Young**, added to LTSV on 25/07/2004.

The number of hired vehicles being used by London Buses seemed to be increasing in 2004. An example found at Turnpike Lane Bus Station on July 24th was Ford Transit Connect Van LT04FKE.





Photo 783, by **Thomas Young**, added to LTSV on 25/07/2004.

Ford Focus Estate 5287F (VE51FKY) was one of two parked at Turnpike Lane Bus Station on July 24th 2004.



Photo 784, by **Thomas Young**, added to LTSV on 25/07/2004.

This is Turnpike Lane Bus Station on July 24th 2004 showing a number of service vehicles present. From the right they are; Mercedes Sprinter van HN53AVP (which may have been on hire or used by contractors), Vauxhall Movano 5210V (Y441SLD), Ford Focus 5287F (VE51FKY), hired Ford Transit Connect LT04FKE, Ford Focus 5289F (VK51YYN) and Honda Motorbike Y163NLO.

A word of advice; if you venture beyond the public areas here, you will be spotted and intercepted!



Photo 785, by **Thomas Young**, added to LTSV on 25/07/2004.

This is Y163NLO, from the first batch of 3 Honda ST1100 motorbikes leased in 2001. On 24th July 2004 it was found at Turnpike Lane Bus Station.



Photo 786, by **Thomas Young**, added to LTSV on 25/07/2004.

Eltham Bus Station in South-East London is a focal point for SVs supporting the bus network. This view taken on 24th July 2004 shows 7 of the 11 vehicles present that day. To the fore is Vauxhall Zafira 5559V (LT53GHY), with Ford Galaxy VO53SCZ, Zafira 5573V (LT53GJE) and VW LT35 RJ04WOB parked behind. Beyond the trees are a further Zafira and 2 Ford Transit Vans. Most of the bus routes serving this location are operated by single deckers, and examples from Arriva, Metrobus and Stagecoach can also be seen.



Photo 787, by **Thomas Young**, added to LTSV on 25/07/2004.

5583F (KJ53UMM) and 5581F (KJ53UMZ) are two of the Ford Transit vans delivered for London Buses in early 2004. They were parked at Eltham Bus Station on 24th July that year.



Photo 788, by **Thomas Young**, added to LTSV on 25/07/2004.

This Volkswagen LT35 minibus (RJ04WOB) parked at Eltham Bus Station on 24th July 2004 was allocated number 5613VW but did not carry it externally.





Photo 789, by **Thomas Young**, added to LTSV on 25/07/2004.  
Seen from the railway platform at Eltham Station on 24th July 2004, this view of LT35 minibus 5613VW (RJ04WOB) shows the Combi layout, with a mix of seats and cargo space. The other two vehicles are Vauxhall Zafiras 5572V (LT53GEU) and 5573V (LT53GJE).



Photo 790, by **Thomas Young**, added to LTSV on 25/07/2004.  
Late-2003/early-2004 deliveries for London Buses included 15 Vauxhall Zafiras (5559V-5573V), 12 Ford Transit Vans (5578F-5589F) and four un-numbered Ford Galaxy estates. One of the latter was VO53SCZ, photographed at Eltham Bus Station on July 24th 2004. Vehicles based here cover a large part of South East London, and this vehicle was seen the previous month at London Bridge station.



Photo 791, by **Colin Lloyd**, added to LTSV on 08/08/2004.  
Kentish bus was the new name for London Country South East, first used from April 1987. The rebranding was complete, involving the company name, route and fleet numbers and livery. Showing the cream and maroon scheme is Freight Rover Sherpa dropside 922 (A988DMX), seen at Northfleet garage on 14th January 1989.

Photo 792, by **Colin Lloyd**, added to LTSV on 08/08/2004.

When London Country Bus Services was split up in 1986, the central works at Tinsley Green, Crawley came under the control of a new company called Gatwick Engineering. This firm was free to provide services to other operators and advertised these on its vehicles. An example is Freight Rover Sherpa dropside D831PGC, seen visiting Garston garage on 12th July 1989.

Photo 793, by **Colin Lloyd**, added to LTSV on 08/08/2004.

London Country South West was renamed London & Country in April 1989, reflecting its increasing success with London Buses contracts. It developed a smart two-tone green and red livery as seen on Ford Transit van H394XCD at Crawley garage on 14th April 1991. Like most of the other constituent parts of London Country Bus Services, it eventually ended up as part of the Arriva empire, although in a much reduced form.

Photo 794, by **Colin Lloyd**, added to LTSV on 08/08/2004.

London Country had always operated a large number of coaches on its Green Line network. In latter years these included a number of routes linking the airports surrounding London. When LCBS was split up in 1986, these came under the control of London Country South West. Three years later a new company was set up to run the airport services, known as Speedlink. A long-wheelbase Ford Transit van used by Speedlink as an engineering support vehicle was J523FAP, seen entering the coach station at Heathrow Airport on 13th December 1991. Speedlink was later renamed Airlinks, and took over several other airport-related operations.

Photo 795, by **Colin Lloyd**, added to LTSV on 08/08/2004.

Ford Transit van HUF517V had been numbered 44F when with London Country Bus Services. After September 1986, it was part of the London Country North West operation, and had been repainted in their new green and silver livery by the time it was photographed in Edgware on 20th May 1989. Note the scroll lettering on the side, and the plate on the radiator which appears to read Willy's Recovery Van!





Photo 796, by **Colin Lloyd**, added to LTSV on 08/08/2004.

This picture was taken at Addlestone garage on 9th April 1989, the month that London Country South West was renamed London & Country. It shows Bedford Midi van E599FNJ being used by the Engineering Department, and carrying a non-standard livery of pale green and red.



Photo 797, by **Colin Lloyd**, added to LTSV on 08/08/2004.

This view of three of the four Ford D uniform issue vans highlights the slab-sided appearance of these particularly tall vehicles. Nearest the camera is 1947F (KJD947P), new in 1976. The location is of course Chiswick works, on 13th August 1988.



Photo 798, by **Colin Lloyd**, added to LTSV on 08/08/2004.

Although London Transport only operated 17 Bedford TL lorries, these encompassed quite a variety of types and detail differences. 2267B (GUV267W), seen leaving Chiswick Works on 20th June 1986, was a TL1260 dropside lorry with tail-lift.



Photo 799, by **Colin Lloyd**, added to LTSV on 08/08/2004.

A trio of trucks resting at Hammersmith on 3rd November 1984 showing the rear-end livery treatment on grey vehicles. On the left is 2313D (CGT313X), a Dodge Commando G1085 crew-cab dropside with tail-lift dating from November 1981. In the middle is 1749F (JGF526K), a Ford D550 crew-cab dropside new in April 1972. On the right is 2409D (A409SJD), a further Dodge crew-cab dropside, though this time based on the G1285, and featuring a crane and generator instead of a tail-lift.



Photo 800, by **Colin Lloyd**, added to LTSV on 08/08/2004.

2388F (NYR388Y) was a Ford Cargo 1011 dropside lorry with tail-lift, new in March 1983 and withdrawn in June 1992. On 8th May 1989 it was found parked in the lorry yard at Acton Works.



Photo 801, by **Colin Lloyd**, added to LTSV on 08/08/2004.

2390D (NYR390Y) was the last of 5 Dodge S66 vans bought in the early 1980s. On 20th March 1985 it was found parked opposite Victoria coach station. This example appears to be slightly longer than some of the others, such as 2309D.



Photo 802, by **Colin Lloyd**, added to LTSV on 08/08/2004.

The yard at Chiswick works was packed with lorries on 13th August 1988. Shown here is 2395L (A395SJD), a Leyland Freighter 1613 dropside lorry with crane, new in December 1983.



Photo 803, by **Colin Lloyd**, added to LTSV on 08/08/2004.

Ford Cargo dropside lorry 2437F (D206YLK) was one of the heavier models (in this case a 1011) as revealed by the wider mudguards. When it was photographed at Holland Park on 17th May 1989, it had acquired the short lived blue-striped livery.

Photo 804, by **Ivor Norman**, added to LTSV on 08/08/2004.

Another company to make use of Ford Fiesta vans in the crew ferry role was County Bus & Coach. Formed in 1989 from the Eastern part of London Country North East, County used localised trading names TownLink (for its Harlow base), Lea Valley (Hertford) and Thameside (Grays). Photographed at Romford bus stand on 7th November 1990, H446GHK carried the TownLink name as well as a stylised CB logo.

Photo 805, by **Ivor Norman**, added to LTSV on 08/08/2004.

Formed in 1986, London Country North East was further divided in 1989, resulting in the creation of the Sovereign and County Bus & Coach Companies. Sovereign inherited bases at Hatfield, St Albans and Stevenage, and in 1990 set up an operation in Harrow, having won some London Buses tenders. This Ford Escort van (H701EUR) was photographed at Harrow on the Hill bus station on 15th January 1991 carrying a plain white livery. Buses in the fleet wore a cream and blue scheme.

Photo 806, by **Keith Grimes**, added to LTSV on 08/08/2004.

Kentish Bus acquired at least two Ford Cargo articulated units for driver training purposes. Seen at Northfleet garage on 19th January 1991, 920 (VCH20Y) wore an overall white livery with appropriate signs.



Photo 807, by **Keith Grimes**, added to LTSV on 08/08/2004.

Ford D0607 dropside lorry 2224F (CUC224V) was new in April 1980 and was allocated to a variety of bus garages during its 8 year working life. On 3rd November 1986 it was found at North Street garage in Romford, although it was at the time allocated to Upton Park. Note the lack of lettering on the cab door.



Photo 808, by **Keith Grimes**, added to LTSV on 08/08/2004.

This rather tatty looking Dodge G7575 crew-cab dropside photographed at Baker Street station on 26th April 1987 is 2316D (CGT316X), dating from October 1981. It is notable for carrying a full tilt cover.

Comment by *Kim Rennie* on 13/08/2007: This would have been a p-way gang emergency lorry.



Photo 809, by **Richard Eversden**, added to LTSV on 08/08/2004.

London Country North East only existed for a little over 2 years but in that time it developed a smart two-tone green and white livery. This was applied to service vehicles as well as buses, the example pictured here being Ford Transit van A594ENJ, formerly 65F in the LCBS fleet. It was photographed at Harlow garage on 26th April 1988.



Photo 810, by **Richard Eversden**, added to LTSV on 08/08/2004.

Parked in Wood Green garage on 13th May 1986, smart-looking Dodge Commando dropside lorry 2376D (NYR376Y) was already more than half way through its five year life with London Transport.





Photo 811, by **Thomas Young**, added to LTSV on 08/08/2004.

This white Ford Transit van parked at Waterloo Station on 27th July 2004 looks just like a million others. However, something about the registration seemed familiar, and it turned out to be former service vehicle 4853F (R688HTM). Though it appeared to be in use by builders, this location is normally reserved for British Transport Vehicles, and there may be a connection...



Photo 812, by **Thomas Young**, added to LTSV on 08/08/2004.

As the photos on this site will show, I am quite a regular visitor to Cromwell Road bus station in Kingston. Found there on 5th August 2004 was Ford Focus Estate 5295F (VE51FKX), which had been seen the previous year at Uxbridge.



Photo 813, by **Thomas Young**, added to LTSV on 08/08/2004.

An unusual vehicle in an unusual location. This is Ford Transit Luton Van 5494F (KJ53UNW) at Covent Garden on August 4th 2004. As can be seen, the vehicle acts as a mobile exhibition and training unit with the London Transport Museum. The opening side panel reveals mock ups of various underground station equipment. There is even a set of steps made to look like an escalator.



Photo 814, by **Thomas Young**, added to LTSV on 08/08/2004.  
A tight view of the offside of Ford Transit 125 T350 Luton Van 5494F (KJ53UNW) at Covent Garden on August 4th 2004 shows the prominent lettering and underfloor lockers.



Photo 815, by **Thomas Young**, added to LTSV on 08/08/2004.  
Luton vans were very rare in the fleet by the early 2000s. An exception was this vehicle seen at Covent Garden Piazza on August 4th 2004. 5494F (KJ53UNW) is a mobile exhibition and training unit with the Underground Schools Liaison section of the London Transport('s) Museum.



Photo 816, by **Thomas Young**, added to LTSV on 08/08/2004.  
Parked outside the Broadway offices on Friday 6th August 2004, 5467F (KJ03DTK) is an example of the short-wheelbase, low-roof Ford Transit van.





Photo 817, by **Thomas Young**, added to LTSV on 08/08/2004.

This SWB Low-roof Ford Transit Van carried its fleetnumber on the offside only. 5543F (KJ04SMU) was seen parked on Broadway (Westminster), on 6th August 2004.



Photo 818, by **Colin Lloyd**, added to LTSV on 29/08/2004.

Seen passing Hounslow bus station on 22nd October 1991 is Peugeot 504 pick-up 4081P (J661KOY). New in August 1991, this was the only such vehicle reported in the white and blue livery, most of the 22 examples leased between 1987 and 1993 being in red for use as bus engineering support vehicles.



Photo 819, by **Colin Lloyd**, added to LTSV on 29/08/2004.

Ford Transit van 3523F (E218LJT) was used from 1987 to 1990 and, like most small vehicles at this time, carried an overall red livery. On 16th May 1988 it was seen visiting Hounslow bus station.



Photo 820, by **Colin Lloyd**, added to LTSV on 29/08/2004.

Ford Escort van 3598F (E158MAB) was lettered as a Cardinal District Training vehicle and was seen at Hounslow bus station on 23rd June 1989.



Photo 821, by **Colin Lloyd**, added to LTSV on 29/08/2004.

Paying a visit to Hounslow bus station on 24th May 1991 was 3729B (F897AOL), one of several Vauxhall Astra vans based at the ticket machine works at Norwood. These carried the SYSTEMS version of the London Buses roundel.



Photo 822, by **Colin Lloyd**, added to LTSV on 29/08/2004.

Ford Transit van 3847F (G567VNM) was found at Hounslow bus station on 24th June 1991. With no lettering other than the fleetnumber, the function of the vehicle is hard to determine although it was reportedly allocated to Acton works at the time.



Photo 823, by **Colin Lloyd**, added to LTSV on 29/08/2004.

Parked in the bus station at Hounslow on 24th June 1991 was Ford Escort van 3911F (G896KNP). A number of leased vehicles carried white livery at this time, although the white and blue livery was soon to become standard.





Photo 824, by **Colin Lloyd**, added to LTSV on 29/08/2004.

3521F (E130OFU) was a Ford Escort van allocated to Hounslow bus garage, where it was photographed on the last day of 1988.



Photo 825, by **Colin Lloyd**, added to LTSV on 29/08/2004.

Between 1982 and 1990 just four Ford Transits were added to the owned vehicles number series, although a large number were leased. Two were second-hand minibuses which soon passed to Bus Engineering Ltd, while a pair of dropside trucks was bought for use by London United. 2473F (G239YLD) was fitted with a crane and allocated to Hounslow bus garage, where it was photographed on 12th September 1992.



Photo 826, by **Colin Lloyd**, added to LTSV on 29/08/2004.

2504M (K672PLH) was a Mercedes-Benz 410D caged truck used for the collection of bagged rubbish from underground stations. New in November 1992 it was seen passing Hounslow bus station on 19th February 1994.



Photo 827, by **Colin Lloyd**, added to LTSV on 29/08/2004.

Hounslow bus station on 24th June 1991 is host to Ford Escort van 3821F (G901FWP), which was then almost half way through its three year working life with LT.



Photo 828, by **Colin Lloyd**, added to LTSV on 29/08/2004.

Ford Transit van 3992F (G370JOK) was allocated to Acton works in the early 1990s and carried the London Underground livery of white and blue. The reason for it visiting Hounslow bus station on 3rd September 1990 is not known.

Photo 829, by **Colin Lloyd**, added to LTSV on 29/08/2004.

Vauxhall Astra 3-door estate car 4079B (H851GBA) had been in service just one month when photographed at Hounslow bus station on 2nd May 1991. It carries a large London United logo and one of the illuminated roof roundels.

Comment by **Ray** on 12/03/2009: Presumably without roundel with LU?

Photo 830, by **Ivor Norman**, added to LTSV on 29/08/2004.

4203F (K255WNK) was one of the smallest service vehicles in the fleet, being a Ford Fiesta van new in 1992. It was photographed at its home base of Hounslow on 12th September 1992.

Photo 831, by **Ivor Norman**, added to LTSV on 29/08/2004.

Vauxhall Astra van 3677B (F489MJR) was new in April 1989 and was one of the first service vehicles reported with the logo of a newly created bus operating unit, in this case London United. Additional lettering for its home garage of Hounslow was also carried, as was the hand-me-down roof roundel. In this view taken on 16th May 1990, it may be noticed that the inspector's hut has been given bus livery and a fleetnumber of its own; HBS2!





Photo 832, by **Kim Rennie**, added to LTSV on 29/08/2004.

The registration number on this plain red Ford Focus estate car first appeared in February 1960 on Routemaster bus RM240. By 2000 it had been transferred to a Ford Escort car used by Stagecoach East London, and later to the car shown above. Photographed at Bow in August 2004.



Photo 833, by **Kim Rennie**, added to LTSV on 29/08/2004.

Stagecoach is one of several bus companies in London that use former taxis as crew ferry vehicles. The most recent examples have been treated to full repaints into the bus livery of red with blue and orange swoops. L633HYK was photographed outside the old Bromley Town Hall in Bow in August 2004.



Photo 834, by **Phillip Hambling**, added to LTSV on 29/08/2004.

A nice view of a typical early 1980s service vehicle shows Ford Transit van 3039F (LBK189Y) parked at Hounslow garage on 22nd July 1986. Already about four years old, the van had left the fleet by February 1988. Parked behind is one of the ex-British Airways RMA-class buses which were used to transport staff to Chiswick and Aldenham works.



Photo 835, by **RTW Bus**, added to LTSV on 29/08/2004.

The British Transport Police used two of these unusual mini-artics based on Iveco Daily chassis with crew-cabs. On 17th August 2004 they were both present at Acton works. In the foreground is KE53FKL with trailer L97 (custody unit), while behind is KE53FKM with trailer L98 (command unit). The location would suggest that LUL was involved in the supply, maintenance or garaging of these vehicles.



Photo 836, by **Thomas Young**, added to LTSV on 29/08/2004.

Visitors to the open day at Hounslow bus garage on 21st August 2004 would have seen a number of service vehicles, including this LDV 400 dropside lorry registered M783ARV. This vehicle carries an as-acquired yellow livery with the addition of London United logos and a generous supply of London Buses roundels.



Photo 837, by **Thomas Young**, added to LTSV on 29/08/2004.

Another vehicle seen at Hounslow bus garage on 21st August 2004 was Ford Transit van V264ERG. This long-wheelbase high-roof van carried full London United livery.



Photo 838, by **Thomas Young**, added to LTSV on 29/08/2004.

A rear view of London United Ford Transit van V264ERG at Hounslow garage on 21st August 2004 shows the rear chevrons carried by many vehicles used on bus support duties.





Photo 839, by **Thomas Young**, added to LTSV on 29/08/2004.

London United uses Ford Fiesta vans in the crew ferry role. An example seen outside Hounslow bus garage on 21st August 2004 was J911KBJ. This carried the fleetnumber HH3 on the offside, referring to the operating base at Hounslow Heath.



Photo 840, by **Thomas Young**, added to LTSV on 30/08/2004.

During August 2004 the Go-Ahead group took delivery of a new bus recovery truck for its London Central and London General companies. Based on a Volvo FM12 420 with Boniface bodywork, it took on the VLT46 registration transferred from the vehicle that it replaced; former CDS 2415L. Seen at Putney garage on 30th August 2004. The RML bus in the background carries the logo applied to celebrate the 50th anniversary of the Routemaster type.



Photo 841, by **Thomas Young**, added to LTSV on 30/08/2004.

Seen resting between duties at Putney garage on 30th August 2004 was the Go-Ahead group's new bus recovery truck. Volvo FM12 420 VLT46 carried the logos of both the London Central and London General companies. The Boniface bodywork had an additional load-carrying axle (seen retracted here) and an extendable boom capable of lifting up to 22 tonnes.



Photo 842, by **Kim Rennie**, added to LTSV on 09/10/2004.

YJ54BTF seen at Wellington Way in Bow on 29th September is actually an Optare Solo bus. As the indicator suggests, it was being used in connection with the renewal of nearby Bow Road station, although its precise function is unknown. See here for a view of the rear.

Comment by *carll* on 03/12/2009: This vehicle was seen in Colchester on 3 December 2009 with the following branding: eastcoast.co.uk 'Business as usual'. This is the newly nationalised East Coast railway company.



Photo 843, by **Kim Rennie**, added to LTSV on 09/10/2004.

Optare Solo bus YJ54BTF of Metronet is seen in Bow on 30th September 2004, showing off its interesting livery.



Photo 844, by **Kim Rennie**, added to LTSV on 09/10/2004.

Sovereign do a lot of bus recovery work in London, and their vehicles can often be seen on stand-by at Park Lane. This Volvo FH12 registered R453ERE is an example with a lifting rear axle, and plenty of front-mounted lights!



Photo 845, by **Kim Rennie**, added to LTSV on 09/10/2004.

A Sovereign tow-truck seen in action in Autumn 2004. P997JPY is a Volvo FH12.





Photo 846, by **Kim Rennie**, added to LTSV on 09/10/2004.

Kim caught up with Go-Ahead London's new Volvo bus recovery truck on 3rd September 2004. Check out the front spot-lights!



Photo 847, by **Thomas Young**, added to LTSV on 18/11/2004.

Parked at North Greenwich Bus Station on 30th October 2004 was Vauxhall Corsa Van GX52LBU of the Go-Ahead group. Although carrying lettering for both the London Central and London General subsidiaries, this vehicle is allocated to the Bexleyheath Garage of the former.



Photo 848, by **Colin Lloyd**, added to LTSV on 18/11/2004.

An interesting view taken at Parliament Square in November 2004 shows a Vauxhall Combo van numbered 5450V (LR03MYT). Despite carrying London Underground livery, this vehicle has been used by London Buses since delivery in April 2003. This is evidenced by the London Buses sticker on the bonnet and also by the flashing beacon mounted on the roof. The fleetnumber may have been incorrectly applied as official information shows 5450V to be a similar vehicle registered LN03XAJ.

In the background are two examples of what is fast becoming the standard London bus, Mercedes-Benz Citaro artics.



Photo 849, by **Colin Lloyd**, added to LTSV on 18/11/2004.

The Ford Transit Connect van is unlike any other Ford Transit, being a replacement for the smaller Ford Escort van. The first examples in the numbered fleet arrived in June 2003, while 5649F (KL04ZDD) came in May 2004. It was seen in November 2004 rounding Parliament Square. The livery is standard white/blue with just a fleetnumber for identification.



Photo 850, by **Colin Lloyd**, added to LTSV on 18/11/2004.

Four Volkswagen LT35 Minibuses arrived in July 2004 for use by London Buses. 5614VW (RJ04W NX), seen at Parliament Square in November 2004, was allocated to Aldgate Bus Station.



Photo 851, by **Kim Rennie**, added to LTSV on 18/11/2004.

There are two variants of the Stagecoach livery introduced in 2000, with the main colour being either Red (in London) or White (elsewhere). Taxis operated by Stagecoach East London in the crew ferry role have been seen in both liveries. M154TMU above shows off the national scheme, while the London version can be seen in photo 833.



Photo 852, by **Kim Rennie**, added to LTSV on 18/11/2004.

The demountable bodies carried by many of the large lorries in the London Underground fleet are capable of standing on their own, so to speak. This is achieved by the use of drop-down legs, as demonstrated here by one of the Locomotors ERU bodies. Note the crew accommodation at the front, and the side lockers.



Photo 853, by **Kim Rennie**, added to LTSV on 18/11/2004.

Although the Ford Transit is thought of as a van, versions such as this could probably be classed as lorries. Typical of many vehicles in the current fleet, 5445F (KJ03DYA) has a crew-cab and dropside body with tail-lift mounted on an extended chassis frame. It was seen at Marble Arch in Autumn 2004.

Photo 854, by **Clive Greedus**, added to LTSV on 18/11/2004.

Recently discovered surviving in preservation at the Canvey Bus Museum, this Ford Thames Trader Box Van as numbered 1283F when used by London Transport as an Auxiliary Breakdown Tender based at Neasden. Sister vehicle 1282F has been retained by London Underground and painted into Chiswick Green livery.

Photo 855, by **Clive Greedus**, added to LTSV on 18/11/2004.

This rear view of Ford Thames Trader Box Van 1283F (581EYU), taken at the Canvey Bus Museum in 2004, shows the basic appearance of the bodywork and the liberal application of the red livery.



Photo 856, by **Kim Rennie**, added to LTSV on 18/11/2004.

This rear view shows one of the Locomotors ERU demountable bodies fitted to Mercedes-Benz 1114 Truck 2496M (H438GAN). The chassis was withdrawn in 1998 but the body was repainted and transferred to one of the new Volvo trucks. Note the tail lift and transparent roof panels.



Photo 857, by **Colin Lloyd**, added to LTSV on 10/12/2004.

Another example of an anonymous service vehicle is this Vauxhall Astra Estate found in West Ham Garage on 26th July 1987. Despite the lack of lettering and non-standard livery (is it black or very dark blue?), the registration number is in series with several more overt vehicles such as 3475B. This example was actually numbered 3467B (D87HVF) and spent time allocated to Peckham garage as well as West Ham. New in December 1986 it lasted until February 1990 and was one of many 3-door estates used by London Transport, perhaps on economy grounds. Such models are almost non-existent today.



Photo 858, by **Colin Lloyd**, added to LTSV on 10/12/2004.

A gleaming inspector's car poses for the camera at Brent Cross Bus Station on 7th February 1987. 3475B (D98HVF) was a Bedford Astra Van new the previous December and was based variously at Hendon, Finchley and Edgware garages prior to disposal in September 1989. Photographs show that it spent the first two months of its life without the familiar roof-mounted roundel.





Photo 859, by **Richard Eversden**, added to LTSV on 10/12/2004.

The location of this photograph has now been transformed into the home base for the Mercedes-Benz Citaro articulated buses used on the Red Arrow routes. However, back in 1987, the yard at Cornwall Road, Waterloo was undeveloped and used for bus and coach parking. Visiting on the 3rd of March that year was Peugeot 504 Pick-up 3487P (D143PBW), new some 2 months earlier and reportedly based at Harrow bus garage. Note the light red livery worn by many of the Peugeots.



Photo 860, by **Colin Lloyd**, added to LTSV on 10/12/2004.

The Ford Escort of the 1980s was quite an angular design, as this view of 5-door Estate Car 3542F (D375OBE) at Acton Works on 30th November 1990 shows. Having been new in July 1987, it was disposed of early in 1991.



Photo 861, by **Colin Lloyd**, added to LTSV on 10/12/2004.

Over 540 Ford Escorts were given numbers in the leased vehicles series prior to the models replacement by the Focus and Transit Connect. 400 of these were vans, 126 were Estate Cars and just 19 were Hatchback or Saloon cars. 3550F (E146HDD) was new in September 1987 and allocated to Jamestown Road, Camden. On 13th May 1988 it was found visiting the old AEC Works at Southall, then in use to store withdrawn buses.



Photo 862, by **Richard Eversden**, added to LTSV on 10/12/2004.

Resting inside Wood Green garage on 23rd June 1990, Ford Transit van 3565F (E337PFX) has a Ford Escort van and a Leaside Coaches Plaxton Paramount for company, together with the usual MCW Metrobuses. 3565F was used from 1988 until April 1991.





Photo 863, by **Colin Lloyd**, added to LTSV on 10/12/2004.

Lettered as a London United Busways Ltd Training Vehicle, Ford Escort Van 3599F (E235MAB) has the boxed style of cab-side lettering used by CDS in the late 1980s. It had also received a large London United logo on the bodyside when photographed at Hammersmith bus station on 25th May 1991.



Photo 864, by **Colin Lloyd**, added to LTSV on 10/12/2004.

This picture shows one of the difficulties in documenting the large fleet of service vehicles operated over the years. Although clearly lettered as 3607F, official lists showed the registration E661AJL as being carried by vehicle 3601F. This is backed up by photographic evidence of another vehicle carrying the number 3607F. What should have been 3601F was a Ford Escort 5-door Estate, seen at Wembley Park station on 9th September 1988.

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



Photo 865, by **Ivor Norman**, added to LTSV on 10/12/2004.

Whilst 5-door Ford Escort Estate Car E661AJL liked to think it was numbered 3607F, this 3-door version (E234MAB) is the real thing! New in 1988, it was photographed at Edgware bus station on 17th December 1990.



Photo 866, by **Keith Grimes**, added to LTSV on 10/12/2004.

Ford Escort van 3632F (E481FTL) was brand new when photographed on 13th August 1988 at Chiswick Works. It carries the boxed Distribution Services lettering then common, and was parked next to sole Vauxhall Cavalier 3223B.





Photo 867, by **Colin Lloyd**, added to LTSV on 10/12/2004.

The all-over blue livery adopted by London Underground in late 1989 lasted for just one year before being replaced by the familiar white and blue. Although perhaps as few as 20 vehicles carried the livery, they seem to have been fortunately well photographed. The example seen here at Earls Court on 28th July 1989 is Ford Transit Minibus 3657F (F785SWP). It is not clear from the photograph whether seats were actually fitted but, like most window-bodied Transits, it is of the mid-height variety.



Photo 868, by **Colin Lloyd**, added to LTSV on 10/12/2004.

The Bedford Rascal was quite a diminutive vehicle, as comparison with the Ford Transit alongside the example pictured here shows. 3660B (E817MYH) was new in 1988 and was allocated to the London Transport Advertising department. It was found at their base in Jamestown Road, Camden on 12th July 1988.



Photo 869, by **Colin Lloyd**, added to LTSV on 10/12/2004.

The yard between Griffith House and Edgware Road station used to be one of the more accessible service vehicle locations. On 27th February 1991 Colin Lloyd found a number of the blue Ford Transits used by the Lifts and Escalators department there including, nearest the camera, 3735F (F168WRU). These vans dated from Autumn 1989 and most carried large roof racks.



Photo 870, by **Richard Eversden**, added to LTSV on 10/12/2004.

Departing from Streatham bus garage on a rainy 6th January 1990, two-month old Ford Transit van 3768F (G902CLJ) displays the logo of the newly formed South London Transport bus operating unit. A roof beacon and rear spot-lights were fitted later in the year and the van lasted until December 1992.



Photo 871, by **Colin Lloyd**, added to LTSV on 10/12/2004.

Similar to many other Vauxhall Astra Estate Cars in the fleet, 3804B (G540XRV) was photographed at Acton Works when new on 26th March 1990. Note that a sunroof is fitted. 3804B was officially reallocated to the unnumbered car pool in June 1990. In the background are new Ford Transit minibus 3851F (G568VNM) and DLR-liveried Ford Escort Van 3499F (D931CLT), soon to be returned to its lessor.



Photo 872, by **Ivor Norman**, added to LTSV on 10/12/2004.

Ford Transit minibus 3851F (G568VNM) had acquired a coating of grime when it was photographed at Island Gardens Docklands Light Railway station on 30th July 1992. Note the lack of lettering to show which department it was working for.



Photo 873, by **Ivor Norman**, added to LTSV on 10/12/2004.

An early example of the Ford Transit dropside truck was 3860F (G562VNM), new in February 1990 and photographed at Edgware Station on 17th December that year. It was one of just 5 such vehicles to carry blue livery.



Photo 874, by **Colin Lloyd**, added to LTSV on 10/12/2004.

Photographed in the yard at Edgware Road Station (which is right next to the yard of Griffith House!) on 27th February 1991, Ford Transit LWB Van 3873F (H904JEL) carries the short-lived blue livery. It is coupled to Cobul Ranger trailer T48.



Photo 875, by **Colin Lloyd**, added to LTSV on 10/12/2004.

Most of the 22 Peugeot 504 Pick-Up trucks that joined the leased fleet in the 1980s and 1990s were registered in Oxfordshire, and many also wore a slightly lighter than usual shade of red. Both of these features are apparent on this pair of new deliveries seen at Acton Works on 28th February 1990. 3878P (G838UUD) on the left was sent to Harrow Weald bus garage, while 3867P (G349VUD) was allocated to the London United bus unit.

Photo 876, by **Colin Lloyd**, added to LTSV on 10/12/2004.

Of 13 Bedford and Vauxhall Midis operated by CDS, just 2 were minibuses. Both were delivered in Autumn 1990 and wore red livery. 3882B (H539OVF) was photographed at Acton Works on 2nd April 1993. Note the bull-bars and extra lamps.

Photo 877, by **Colin Lloyd**, added to LTSV on 10/12/2004.

One of the first vehicles to carry the white and blue London Underground livery was Ford Escort Van 3903F (G521JOA) delivered in May 1990. On 29th April 1992 it was found at Acton Works in the company of a Dodge Commando box truck.

Photo 878, by **Colin Lloyd**, added to LTSV on 10/12/2004.

A pair of newly delivered Ford Transits sit in the lorry yard at Acton Works on 31st October 1990. Both are high-roof, long-wheelbase vans, the closest being 3930F (H339AUE) which was later allocated to Neasden.





Photo 879, by **Richard Eversden**, added to LTSV on 10/12/2004.

The London Central bus operating unit received three long-wheelbase Ford Transit vans for engineering support duties in August 1990. All wore white livery and 3935F (H875BHA), seen at Crystal Palace on 10th November 1990, was allocated to New Cross garage.



Photo 880, by **Colin Lloyd**, added to LTSV on 10/12/2004.

The Bedford/Vauxhall Astramax van was never as common as the plain Astra van, from which it differed by having a raised roof line over the goods compartment. Two examples were delivered in Summer 1990 for use by the Docklands Light Railway, for which they carried a dull blue livery. 3944B (G847WVK) was seen at Acton Works when new on 30th May 1990. Note that the 365 lettering refers to the model although, thanks to its positioning on many similar vehicles, it often caused a double take when looking for service vehicles!



Photo 881, by **Colin Lloyd**, added to LTSV on 10/12/2004.

Although it is not clear from this photograph whether any lettering was carried, this vehicle looks most unlike a London Transport Service Vehicle. However, the official lists show 3971T (G159UKE) as being a Toyota Space Cruiser minibus acquired in May 1990. It was photographed at Jamestown Road, Camden on 22nd April 1993.



Photo 882, by **Colin Lloyd**, added to LTSV on 10/12/2004.

This smart Ford Transit Dropside was already 2 and a half years old when photographed at Acton Works on 2nd April 1993. Not carrying its fleetnumber, 3979F (H729JLJ) was allocated to the Victoria Line Infrastructure Manager. In the background are a variety of vehicles including a Ford Escort Van, a Ford Fiesta lettered for TVT (Testing of Vehicles and Training) and a Ford Transit Dropside with crew cab.





Photo 883, by **Colin Lloyd**, added to LTSV on 10/12/2004.

Apart from four examples used by London United, this is thought to be the only Ford Transit Dropside supplied by CDS for a bus-related role. 4028F (H679EKX) was new in October 1990 and allocated to Stockwell garage. When it was photographed in Buckingham Palace Road on 21st September 1992 it was proudly displaying the logo and name of the London General operating unit.



Photo 884, by **Richard Eversden**, added to LTSV on 10/12/2004.

The Ford Escort Van of the 1990s was a much more graceful design than the angular 1980s version. An early example was 4053F (J725MRO), which started its three year life in August 1991. On 22nd November 1991 it was found visiting Enfield garage, showing that vehicles in the new London Underground-inspired livery were not restricted to LUL related duties.



Photo 885, by **Richard Eversden**, added to LTSV on 10/12/2004.

Seen at Southgate Station on 1st February 1992, 4060F (H992ODA) was a Ford Fiesta 1.1LX van used by London Transport advertising until disposal in April 1995.



Photo 886, by **Ivor Norman**, added to LTSV on 10/12/2004.

The reason why this clearly bus-related service vehicle carried a dark blue livery is not known. Although the number is not carried, this is 4077B (H272JKX), new in June 1990 and allocated to the Commercial Manager, London Central. It was seen at Bexleyheath garage on 29th April 1993, almost 2 years into its 3 year life.

Photo 887, by **Colin Lloyd**, added to LTSV on 17/12/2004.

Despite its lettering being limited to an emergency exit notice, this Ford Transit minibus seen at Acton Works 23rd January 1992 is obviously a service vehicle. It is in fact 4001F (H411MOK), new in October 1990. Like many Transit Minibuses, it is of mid-height construction, and also carries a hefty-looking roof rack. The fact that only the driver's seat is visible, and that no nearside sliding door is fitted, suggest that these vehicles are in fact 'Kombi' vans, fitted with either folding benches or tracking for removable seats.

Photo 888, by **Colin Lloyd**, added to LTSV on 17/12/2004.

When new in March 1991, Vauxhall Astra van 4011B (H828DRV) carried London Buses lettering like sister vehicle 4010B. By 4th August 1993, when it was pictured at Victoria Bus Station, this had been changed to CENTRECOMM ROAD TEAM, a short-lived style also seen on un-numbered K89HWF.

Photo 889, by **Colin Lloyd**, added to LTSV on 17/12/2004.

Ford Transit dropside 4013F (H779FLL) was new in November 1990 and was photographed on the last day of that month at Acton works. It carries the newly introduced LUL livery but it so far devoid of lettering. Parked behind is one of the four anonymous-looking Mercedes 310 bullion vans that were used to move cash around the London Transport network.

Photo 890, by **Colin Lloyd**, added to LTSV on 17/12/2004.

Gleaming in the sun at Acton Works after a shower on 2nd April 1993, 4014F (H636GLE) was a standard SWB low-roof Ford Transit van that had been delivered in January 1991. Note that no lettering is carried other than the fleetnumber.





Photo 891, by **Colin Lloyd**, added to LTSV on 17/12/2004.

This 3-door Ford Escort Estate was delivered in September 1990, shortly before the launch of a replacement model. 4024F (H945LDA) carried white livery with just a fleetnumber, and worked for London Transport for just under 4 years. It was caught on film at Grosvenor Gardens, Victoria on 25th July 1991.



Photo 892, by **Colin Lloyd**, added to LTSV on 17/12/2004.

One of the last Ford Escort vans to the angular, 1980s design was 4029F (H403MOK) seen here at Victoria on 24th May 1991. Delivered in October 1990, it ran in all-over white.



Photo 893, by **Colin Lloyd**, added to LTSV on 17/12/2004.

Smart Ford Escort van 4052F (J724MRO) crosses Buckingham Palace Road on 22nd June 1992. This van was later allocated to Camberwell and acquired white London Central lettering on its blue skirt.



Photo 894, by **Colin Lloyd**, added to LTSV on 17/12/2004.

4055F (H947TUY) was an early example of the revised Ford Escort Van and carried red livery with a London Buses roundel. It was allocated to bus garages in the South London Transport operating unit, including Streatham (where it was photographed on 25th May 1991), Norwood and Croydon.



Photo 895, by **Colin Lloyd**, added to LTSV on 17/12/2004.

Ford Escort van 4067F (H813JUR) was new in July 1991 and allocated to Harrow Weald bus garage, carrying an appropriate red livery. It was found parked at South Harrow station on 7th February 1992. Note the tyre pressure lettering on each wheelarch. With unlettered vehicles, this is often the only indicator of its fleet operation. In this instance however a fleetnumber was also carried.



Photo 896, by **Colin Lloyd**, added to LTSV on 17/12/2004.

The new-style Ford Escort van was first used as a service vehicle in 1990, and examples continued to arrive over the next 12 years although the grille design was updated in 1994. This example seen at Parliament Square on 15th August 1991 has the additional feature of a roof-rack, quite rare on vans of this size. 4086F (H181HRO) had been new two months earlier, and was destined to last until June 1994.

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



Photo 897, by **Colin Lloyd**, added to LTSV on 17/12/2004.

The diminutive Ford Fiesta van looked smart in the new LUL livery, although only 8 are known to have carried this. The first was 4101F (J731MRO), new in August 1991. It was found passing Victoria Coach Station on 6th September 1993.



Photo 898, by **Colin Lloyd**, added to LTSV on 17/12/2004.

4105B (J350GOW) was one of a pair of Vauxhall Midi vans delivered in September 1991. As with many vehicles of this period, lettering appears to be limited to just a fleetnumber. By the 3rd April 1993, when this picture was taken at Northwood Hills station, it was reported to be allocated to Derry Street, Kensington, having earlier been based at the Works & Buildings & Cleaning Services offices in Junction Road, Holloway.

Photo 899, by **Colin Lloyd**, added to LTSV on 17/12/2004.

A pair of long-wheelbase Ford Transit dropside trucks was allocated to the London United bus unit in February 1992. 4110F (J266LLT) carried a slightly darker than normal shade of red, and was based at Fulwell garage. This photograph was taken nearby on the 16th April 1992. 4111F (J267LLT) was strangely given a plain blue livery and sent to Shepherds Bush garage. Both carried the London United name and crest on their doors.

Photo 900, by **Colin Lloyd**, added to LTSV on 17/12/2004.

Looking a little worse for wear, this Ford Transit van seen at Victoria on 14th March 1996 displays the ERU chevrons applied to a small number of vehicles used in high priority roles. 4122F (J754PKX) had been new in April 1992 and was allocated to Griffith House, presumably for the Lifts & Escalators department. It was destined to be withdrawn just two months after this picture was taken.

Photo 901, by **Colin Lloyd**, added to LTSV on 17/12/2004.

This anonymous vehicle seen at Edgware Bus Station on 13th January 1992 was in fact 4157F (H620RKU), a Ford Transit 190 Tipper. It had reportedly entered the fleet at the start of that month, quite some time after most other H-prefixed vehicles. It was also unusual for being a tipper allocated to a bus unit, Edgware being its home base. The gap between the rear wheelarch and the bodywork does suggest a tipping body and perhaps there was a particular need for such a vehicle at that time. It left the fleet in April 1995.



Photo 902, by **Colin Lloyd**, added to LTSV on 17/12/2004.

The Bus Passenger Infrastructure unit used a white livery on its fleet of Ford Escort, Transit and Volkswagen Transporter vans in the early 1990s. These were usually based at bus stations and most were fitted with beacon and spot-lights to assist when attending bus-related incidents. This example (4160F J51TFL) was incorrectly numbered 4106F when pictured rounding Parliament Square on 6th July 1994. This is unusual as the nearside number was correctly applied when the vehicle was new in March 1992.

Photo 903, by **Colin Lloyd**, added to LTSV on 17/12/2004.

The Bus Passenger Infrastructure Unit also made use of a small number of Ford Escort estate cars. Some of these carried the unusual livery seen here on 4165F (J46TFL) at Turnpike Lane on 3rd January 1995. The skirt is black and this may have been a factory-applied finish. 4165F had been new in April 1992 and lasted slightly longer than many leased vehicles, leaving the fleet in June 1996. Note the LT roundel in the windscreen, another feature carried by many BPI vehicles.

Photo 904, by **Colin Lloyd**, added to LTSV on 17/12/2004.

Allocated to the Electrical Engineers Department at Wood Lane, long-wheelbase Ford Transit van 4185F (K602OBY) was fitted with a roof rack and also carried two tubes for the carriage of over-length items. It was seen at Parliament Square on 2nd February 1994.

Photo 905, by **Colin Lloyd**, added to LTSV on 17/12/2004.

As well as the contracting-out of some functions, the late 1980s and early 1990s also saw London Transport offering its services to other customers. Examples of this included the short-lived 'work force' unit of the LRT Builders department and, as seen here, Testing of Vehicles and Training (TVT). Not much is known about this venture and the livery has only been recorded on a couple of Ford Fiesta vans, including 4190F (J765PKX) seen here. Acton Works, 2nd April 1993.



Photo 906, by **Colin Lloyd**, added to LTSV on 17/12/2004.

Many of the early Ford Transit dropside vans were plain versions such as 4197F (J141NLD), photographed in Parliament Square on 16th June 1995. Refinements such as crew-cabs and tail-lifts became more common later on. New in June 1992, 4197F was based at Ealing Common depot and lasted just over four years.

Photo 907, by **Ivor Norman**, added to LTSV on 17/12/2004.

A batch of five Peugeot 504 pick-ups was leased in October 1992 for use by bus garages in East London. Unusually for vehicles of this size, most were fitted with tail-lifts. 4205P (K298OLW) was based at North Street Garage, Romford, where it was photographed on the 19th of March 1993. It carries the sailing barge logo of the East London bus operating unit, although these were later changed to Stagecoach logos. Note also the spot-lights mounted on the rear corner posts.

Photo 908, by **Colin Lloyd**, added to LTSV on 17/12/2004.

4219F (K889XVS) was one of three long-wheelbase Ford Transit vans delivered in December 1992 and January 1993 for use by the East London bus operating unit. This example, seen at Victoria on 24th November 1993, was allocated to Bow garage. All three had light-bars and spot lights, and all later passed into Stagecoach ownership.

Photo 909, by **Colin Lloyd**, added to LTSV on 17/12/2004.

The Bus Passenger Infrastructure Unit took more Ford Escort vans in Autumn 1992, including 4230F (K908WNK) seen here at West Croydon Bus Station on 20th June 1993.



Photo 910, by **Colin Lloyd**, added to LTSV on 17/12/2004.

A batch of Ford Transit vans delivered in November 1992 was divided among a number of bus garages, 4251F (K782FWE) being sent to Finchley. The van, pictured after a shower in Grosvenor Gardens on 23rd February 1994, carried the logo and legal lettering of the London Northern bus operating unit, and was also fitted with smart wheeltrims.



Photo 911, by **Colin Lloyd**, added to LTSV on 17/12/2004.

Three of the red Ford Transit vans delivered in November 1992 went to bus garages in the South London operating unit. 4258F (K787FWE) was based at Norwood but was seen near Marble Arch on the 8th of August 1994. It carries a very large London Buses roundel and quite small South London names. Each of the new operating units was given a logo, although it appears that it was sometimes difficult to choose an appropriate image. The South London logo was of an opening Tower Bridge, as seen on the light bar of this van. This was despite the bridge being in central London, and being nowhere near any routes operated by South London!



Photo 912, by **David Rowe**, added to LTSV on 17/12/2004.

The smart appearance of the LUL livery is somewhat spoiled on some cars by the decision not to carry the blue skirt around the front and rear of the vehicle. Illustrating this is Metronet Ford Focus estate 5317F (VX02NGU), parked at Lillie Bridge in November 2004.



Photo 913, by **Colin Lloyd**, added to LTSV on 17/12/2004.

The latest generation of bus support vans are quite a common sight on London roads. As of late-2004, 21 of these medium-wheelbase, high-roof Ford Transit vans had been delivered, all carrying the red livery with orange striping. 5339F (KE02YSM), seen at Parliament Square in November 2004, was one of the first batch and arrived in April 2002. It can often be seen at Finsbury Park Bus Station.

Photo 914, by **David Rowe**, added to LTSV on 17/12/2004.

With Ford Transit vans available in a large variety of shapes and sizes, this appears to be LUL's favourite. 5347F (KG02YFV) is a long-wheelbase, mid-height 90 T350 van, new in June 2002 and based at Lillie Bridge, where this picture was taken in November 2004. Tube Lines logos are carried by both this van and the Vauxhall Combo parked alongside.

Photo 915, by **David Rowe**, added to LTSV on 17/12/2004.

The Ford Transit Connect replaced the Escort as Ford's small van. As of late-2004, 15 had joined the leased fleet although they have proved to be quite camera-shy. Luckily Dave Rowe found this example, T200 Short-wheelbase van 5545F (KJ03DWC), at Ruislip Manor in November 2004. This was the fourth of the type to be delivered, arriving in July 2003, and it carries full Tube Lines livery. Note the large wheelarches, giving the type an almost vintage appearance.

Photo 916, by **Colin Lloyd**, added to LTSV on 17/12/2004.

There are two slightly odd things about this apparently normal Ford Transit van parked outside the Broadway offices in November 2004. The first is the lettering, being 'Transport for London' with roundels, all in blue. The only other vehicle known to carry TfL lettering was 5213F, and this used a different style. The second oddity is the model designation of 85 T280. This is normally used on SWB low-roof Transits, yet this is clearly a MWB medium-height van.



Photo 917, by **James Mair**, added to LTSV on 31/01/2005.

5053F (W504UMJ) was a Ford Transit 350 Long-Wheelbase Crew Van used by LUL and Metronet between July 2000 and October 2003. It later passed to Scanmoor Construction who retained the basic livery and added attractive blue and yellow striping. It was photographed outside the company's office in South Harrow.

Comment by *Ray* on 12/01/2009: Despite trading for 13 years and working on the East London line extension the company has been dissolved.



Photo 918, by **Kim Rennie**, added to LTSV on 31/01/2005.

Parked near the Underground Control Room at Euston in January 2005 was 5547F (LX53ZDE), a Ford Focus Estate Car new in October 2003.



Photo 919, by **Kim Rennie**, added to LTSV on 31/01/2005.

At the end of 2004 Volkswagen appeared to be returning to favour as a supplier of service vehicles. First came four LT35 minibuses, followed by a quartet of Golf estate cars. Seen at Stratford Bus Station in late January 2005 was another new type, which appears to be based on the latest Transporter van but with a very high roof. Numbered 5669VW (RN54RXX), it carried standard London Buses livery.



Photo 920, by **Colin Lloyd**, added to LTSV on 31/01/2005.

This view of the yard at Enfield Bus Garage on a gloomy winter 2004 day shows a few service vehicles. To the fore are a pair of brown Vauxhall Corsa 5-door hatchback cars, clearly lettered as Arriva vehicles. They are numbered 12 (BT02KBF) and 13 (BL02RYC). The lorry in the background may be DAF S737SLF but this is not confirmed.

Comment by *Thomas Young* on 28/08/2006: Also visible, parked in its own bay, is Vauxhall Vectra V736GBK. A link has been added.





Photo 921, by **Peter Edgar**, added to LTSV on 13/03/2005.

The Arriva bus companies in London make use of a number of Vauxhall Combo vans, most of which carry a plain white livery. An exception to this is FE02VZB based at Brixton garage and used as a Breakdown Response vehicle with appropriate markings and lettering. On 12th February 2005 it was found attending to an ailing RML2533 in Roseberry Avenue. The 19 is scheduled to lose its Routemasters in early April 2005, leaving just five routes with crew operation.



Photo 922, by **Peter Edgar**, added to LTSV on 13/03/2005.

As well as Sovereign, another firm contracted to provide a bus recovery service in London is Overtime. Their Scania 144 with appropriate V8TOW registration was caught on film at Northolt on 19th February 2005. On tow is one of the V-class Volvo Olympians allocated to First's Uxbridge Garage for express route 607.



Photo 923, by **Peter Edgar**, added to LTSV on 13/03/2005.

Sovereign Recovery is a firm contracted to provide engineering support to various London bus companies and is not connected to the bus operation of the same name. As well as several large tow trucks, they also run vans such as this Ford Transit seen at Victoria Bus Station on 29th December 2004. NG02HFZ is a mid-height model and has extensive lettering as well as the usual rear chevrons.



Photo 924, by **David Rowe**, added to LTSV on 13/03/2005.

Three Ford Transit vans delivered in August 2002 carried a silver livery. All are operated by Metronet including 5364F (KG02YJZ), seen in South Ruislip on 1st March 2005. This is a mid-height, long-wheelbase model with roof rack, and carried the logos but no fleetnumber. Note that the roundel part of the logo has a white background! At least six more vehicles delivered since then have also carried silver livery, although the reasons for this departure from standard are not known.



Photo 925, by **David Rowe**, added to LTSV on 13/03/2005.

The few silver service vehicles operated in the last couple of years have proved to be elusive! David Rowe caught up with 5364F (KG02YJZ) at South Ruislip on 1st March 2005 and took this rear view which usefully shows the ladders which are fitted to some vans with roof racks.



Photo 926, by **Colin Lloyd**, added to LTSV on 13/03/2005.

This low-roof, short wheelbase Ford Transit appears to be a crew van, judging by the extra side window, although this is not always a reliable indicator. What can be said is that most Transits with this feature are of the longer and taller versions. 5387F (KE52OBS) was seen at Hyde Park Corner on 15th January 2004, at which time it appeared to still be carrying LUL lettering.



Photo 927, by **Colin Lloyd**, added to LTSV on 13/03/2005.

Caught as it passed through Vauxhall on 23rd January 2004, 2537M (K492RLA) was a Mercedes-Benz 1114 demountable truck new in April 1993 and operated by Tube Lines. When pictured, it was carrying body DB01, a Permanent Way Department body built by Locomotors and delivered in September 1990. The fleetnumber is carried in the bottom right-hand corner of the offside.





Photo 928, by **Colin Lloyd**, added to LTSV on 13/03/2005.

Several Vauxhall Zafira cars are based at Victoria Coach Station Basement for use on central London LBSL duties. Seen on Buckingham Palace Road on 2nd May 2004, presumably returning home, was 5561V (LT53GEK).



Photo 929, by **Colin Lloyd**, added to LTSV on 13/03/2005.

London General (part of the Go-Ahead group) received a pair of Ford Transit vans during 2002 for its Stockwell and Merton garages. GD02FKX, seen at Vauxhall on 23rd January 2004, was allocated to the former and was a 280 short-wheelbase mid-height model. The yellow dashes make an attractive addition to the red livery.



Photo 930, by **Colin Lloyd**, added to LTSV on 13/03/2005.

Lettered for the Engineering Department of London United, this Ford Transit van (S859UOC) is believed to be based at Shepherds Bush Garage. On 16th March 2004 it was at Trafalgar Square. High visibility markings have been applied to the mirrors of many London buses over the past few years. This is presumably a result of some head-knocking incidents!



Photo 931, by **Colin Lloyd**, added to LTSV on 13/03/2005.

Metroline's current Bus Support Unit is Mercedes-Benz Sprinter 311 van WV51PZE and this can often be seen around central London. On 16th March 2004 it was passing Trafalgar Square.



Photo 932, by **Kim Rennie**, added to LTSV on 13/03/2005.

The Vauxhall Zafiras based in Central London seem to be harder to track down than their suburban sisters. 5565V (LT53GFX) was parked at Finsbury Park Bus Station on 9th March 2005 but has also been reported at the Victoria Coach Station headquarters of LBSL.



Photo 933, by **Kim Rennie**, added to LTSV on 13/03/2005.

The twelve red Ford Transit vans delivered over the winter of 2003/2004 are usually to be found at bus stations around the capital. 5585F (KJ53URG), seen at Finsbury Park in March 2005 had earlier been based at Sycamore House, Thornton Heath.



Photo 934, by **Kim Rennie**, added to LTSV on 13/03/2005.

A further new type to join the fleet in 2004 was the Volkswagen Golf estate car. Four were taken for use by LBSL in about October 2004 but proved camera shy for their first few months. Kim managed to track down one of the batch (GJ54KTG) at Finsbury Park Bus Station on 9th March 2005. It is not yet known why these vehicles (and the four red Ford Galaxy cars) do not carry fleetnumbers while similar Vauxhall Zafiras do. The other three Golfs have been reported at Therapia Lane Tramlink Depot (GJ54ECV), Kingston Cromwell Road Bus Station (GJ54ECW) and Stratford Bus Station (GJ54ECX).





Photo 935, by **Colin Lloyd**, added to LTSV on 13/03/2005.

Three Mercedes-Benz Econic dustcarts are operated, two of which are 3-axle 2628LL models delivered in July 2002. 2582M (LT02XLL) seems to be the more active of the pair, or at least gets itself photographed more often! On 9th March 2004 it was found passing Victoria Coach Station.



Photo 936, by **Julian Bowden-Green**, added to LTSV on 20/04/2005.

Among the more distinctive service vehicles operated were eight of these Railway Breakdown Tenders delivered in the early 1960s. They were joined in 1966 by one further example which differed in having a continuous roofline (1416LD). All were based on the Leyland Titan PD3A/1 bus chassis and featured a crew cab and illuminated headboard sign. Several also carried boards for the display of posters. 1273LD (571EYU), seen here at Lillie Bridge, was the first to arrive and, like most of the others, survived into the 1980s. In the background are several LT service wagons and a rail-mounted crane.



Photo 937, by **Julian Bowden-Green**, added to LTSV on 20/04/2005.

The lorry park at Chiswick Works was packed with Ford D-series lorries on this occasion in the 1970s. Nearest the camera is 1592F (AML769H), a D700 7-ton Double Dropside Bolster Lorry with tail-lift, delivered in January 1970. For those unfamiliar with the terminology, a bolster is the H frame behind the cab used to support over-length loads. Behind and to the right are a pair of larger D1000 Open Bolster lorries. These fixed-sided lorries were used to carry heavier items such as bus engines and train wheelsets. All of the lorries in this view carry the standard LT grey livery, and most appear to also have the green cab roofs which were a feature of this livery until the mid-1970s.



Photo 938, by **Julian Bowden-Green**, added to LTSV on 20/04/2005.

Early Ford Transit 1600F (AML799H) was a 12-seat diesel minibus delivered in May 1970 and allocated to the Distribution Services Manager at Chiswick Works. It carried grey livery and remained in stock until June 1979.



Photo 939, by **Julian Bowden-Green**, added to LTSV on 20/04/2005.

Bedford made a reappearance in the service vehicle fleet in 1977 with a large batch of HA110 vans, comparable in size and capacity to the Ford Escort van which had previously been standardised upon. The lowest numbered of the HAs were 1969-1971B, allocated to the Ticket Machine section. 1971B (OJD971R) was based at Croydon and lasted until June 1981. Standard red livery was carried.



Photo 940, by **Julian Bowden-Green**, added to LTSV on 20/04/2005.

London Transport's bus breakdown recovery policy was based on having a very small number of master breakdown recovery vehicles and cranes, and a slightly larger number of simple towing lorries. From 1976 until the mid-1980s, this second role was fulfilled by ten of these short-wheelbase Ford D1110 Open lorries, fitted with towing gear and a small crane for lifting parts and equipment. As with previous generations of vehicles, these lorries ran on trade plate registrations and, when photographed at Golders Green Bus Station, 1987F from Cricklewood garage was on 279LA. This picture was taken sometime between 1987F's introduction in November 1976 and the conversion of route 268 from SM to LS in February 1978.



Photo 941, by **Colin Smith**, added to LTSV on 02/05/2005.

Two new articulated tractor units were delivered in September 2002 based on the Mercedes-Benz Atego 1828. Unlike the earlier Actros units, these carried day cabs (i.e. no sleeping compartment) and can be recognised by their much more prominent wheelarch mouldings. 2581M (LT52UAW) was parked in the lorry yard at Acton Works in April 2005 alongside 2474M (G227YLT) which was by then the oldest operational service vehicle in the CDS fleet. The trailer is Cartwright extendable flatbed T74.



Photo 942, by **Colin Smith**, added to LTSV on 02/05/2005.

Estate cars have come a long way since the early Ford Escorts! Looking particularly sleek in the rain at Ealing Common in April 2005 is Ford Mondeo 5338F (VO02XPD), keeping company with a Ford Courier van and Transit dropside. Similar cars in the same registration series have been noted as un-numbered pool cars (such as VO02XNN).

Photo 943, by **Colin Smith**, added to LTSV on 02/05/2005.

A double rarity is captured here, with an unusual livery on an unusual vehicle. Five Peugeot Expert vans have been operated in recent years, two of which carried this silver livery. 5436P (LG03BWJ) can often be seen from the train at Acton Town but has proved difficult to photograph. Colin Smith caught this fine view in April 2005. In the background is Ford Transit van 5439F (KJ03DXL).

Photo 944, by **Thomas Young**, added to LTSV on 02/05/2005.

Seen preparing to tow a failed PVL250 at Abbey Wood on 27th April 2005 is Ontime / Kenfield DAF 95XF recovery truck EO51THZ.

Photo 945, by **Kim Rennie**, added to LTSV on 02/05/2005.

Tow trucks are perhaps the most impressive service vehicles, although most are now operated by contractors such as Sovereign. R671KVV seen on 1st April 2005 (towing a First London Mercedes-Benz Citaro through Angel) is unusual in being based on a bonneted Scania T144L unit. Sovereign (who are not connected with the bus operator of the same name) usually use a mainly white livery, the difference perhaps being explained by the lettering 'in association with Dynes Recovery'. Either that or the 80% red rule is being more widely applied! This vehicle can sometimes be seen in Victoria Bus Station at weekends.

Comment by *Thomas Young* on 06/05/2010: I've just noticed that this truck was left hand drive.



Photo 946, by **Kim Rennie**, added to LTSV on 02/05/2005.

On the last day of Routemasters on route 19 (1st April 2005) RM5 suffered a broken pump drive and Sovereign Volvo FH12 recovery truck W449TRA was called to assist.



Photo 947, by **Kim Rennie**, added to LTSV on 02/05/2005.

Several of these Volkswagen Transporter high-roof vans entered service with LBSL over the first few months of 2005, although the numbering suggested there may be as many as ten eventually. Seen in the Kings Road on 14th March was 5675VW (RA54HXY).



Photo 948, by **Colin Smith**, added to LTSV on 02/05/2005.

Ford Transit luton van 5494F (KJ53UNW) is fitted out as a mobile exhibition vehicle for the Underground School Liaison unit. It was seen parked outside the Acton Museum Depot in April 2005.





Photo 949, by **Colin Smith**, added to LTSV on 02/05/2005.

Visitors to the Acton Museum Depot will recognise this location and may have even queued past it! On a damp day in April 2005 Ford Transit dropside 5344F (KE02YVB) was parked at the top of the ramp. This 90 T350 model new in May 2002 has a crew cab but no tail lift, although it has been semi-permanently fitted with a tool locker in the loadspace.



Photo 950, by **Thomas Young**, added to LTSV on 02/05/2005.

Stratford Bus Station is home to a good number of service vehicles. However, there are two other locations nearby that also have vehicles allocated, although neither is anywhere like as accessible. Stratford station has a yard off Gibbins Road. The view above was taken from the Docklands Light Railway platform and shows three of the vans present. From left to right they are Ford Escort 5285F (KF51GKL), Ford Transit crew van 5603F (KL04ZCE) and Ford Escort 5286F (KF51GKD). The jubilee line platforms are behind the buildings. The other location is Stratford Market jubilee line depot, and up to ten SVs are often visible from passing trains. However, the plethora of security and noise abatement fences make photography impossible.



Photo 951, by **Thomas Young**, added to LTSV on 02/05/2005.

Another of the VW Transporter vans delivered in Spring 2005 was 5673VW (RA54VWE) seen paying a visit to Golders Green Bus Station on 30th April.



Photo 952, by **Thomas Young**, added to LTSV on 02/05/2005.

In the corner of Golders Green Bus Station is a small LUL facility (coded GGS in the recent SUP15B). Parked there on 30th April 2005 was Ford Transit crew van 5577F (KL04ZDV) new in May 2004. This long-wheelbase mid-height example has a roof rack, ladder and nearside window. It was also sporting a bit of a scrape! There is a Northern Line depot on the other side of the station here but this is now operated by Alstom.



Photo 953, by **Thomas Young**, added to LTSV on 02/05/2005.

Finchley Central is one of several underground stations that have offices and a small number of service vehicles allocated. Parked there on 30th April 2005 was Ford Transit 90 T350 crew van 5372F (KG02YKN) which was delivered in May 2002. This example is unusual as it appears to have a side window on the offside but not the nearside. Stranger still is that earlier pictures of this vehicle showed it to have no side windows!



Photo 954, by **Kim Rennie**, added to LTSV on 02/05/2005.

Parked in the station car park at Finchley Central on 28th April 2005, 5693F (KF05MPO) represents the first 05 registered vehicle to be pictured on this site. Carrying just a fleetnumber, this long-wheelbase mid-height Ford Transit van was presumably being operated by Tube Lines JNP.





Photo 955, by **Kim Rennie**, added to LTSV on 02/05/2005.

Ford Transit van 5347F (KG02YFV) was visiting Finchley Central Station on 28th April 2005. Two days later the same spot was occupied by 5372F (see photo 953).



Photo 956, by **Nick Agnew**, added to LTSV on 09/05/2005.

Quite possibly the oddest looking vehicle yet to grace this site, AEC Regal IV 'one and a half-deck' bus MLL735 had clearly seen better days when it was caught on film on Epping High Street in April 2005. New in 1952 for the LT/BEA service between Heathrow and Central London, this was one of four converted to Uniform Issue Units in 1967. As such it was numbered 1468W, given a grey livery with black waistband, and lasted until 1977. Since then it appears to have been used by travellers.

Comment by *Phil Southwold* on 29/02/2008: I once owned this bus - I'm not the driver in the photo though - I sold this bus on ebay for £3450 Dec 2006 and MLL 735 is now in the hands of Ensign Bus Museum who plan to restore it for their museum collection - Out of the 65 BEA RFs which were given the London Transport designed Park Royal bodies - MLL 735 was 'the' bus that spent the 'longest time in active service' - a total of 24 & 1/2 years - In 1977 it went into storage for a further 22 yrs - There is up until recently a 'well kept dark secret' with regards this bus, At some time between 1977 & 1999 MLL 735 was taken out of 'preservation storage' and 'donated' as a form of 'compensation' to the owner of 'another' bus which it is alleged was actively 'stolen' by London Transport - If you research lans Bus Stop pages with regards the BEA RFs - in 'HISTORIES' at the bottom of the page you will see that in June 1977 ownership changed hands to S Baldwin, Highgate London, N22, then a short time soon after onto a Collins, Beckenham Kent and at some point during 1979 bought by J Mitchell Bethersden Kent (During these 2 years 1977 - 1979 MLL 735 actually changed ownership 3 times with no dates specified) the next recording is November 2006 'in store' in Leeds Yorkshire (me) again Nov 2006 for sale on ebay (again me) then Dec 2006 bought by Ensign Bus Museum for the museum collection. It also seems strange that the bus history between 1999 to November 2006 has not been recorded? - Back in 1977 when MLL 735 came out of active service, the bus 'was infact put into preservation storage by London Transport for future restoration' as detailed in the general history of the fleet, MLL 735 'was' taken out of that preservation storage and donated as a form of compensation with regards the 'stolen' bus which MLL 735 then replaced !!! it is for partly this reason as to 'WHY?' MLL 735 became part of the New Age Travellers scene, for the next 7 yrs the bus travelled all over the UK attending many New Age Travellers sites, and Free Festival Gatherings including Stonehenge Monument and Pilton village. Quite a famous bus really! Although the bus does actually look quite awful in the above photograph, the New Age Travellers actually kept the bus in fairly 'good condition' - Watch out for this bus in the coming years - I know that a web site including over 100 photos of its

	<p>time spent with the New Age Travellers will be posted in the future - I received an email from Steve Newman a couple of weeks back, he tells me he has managed to find the correct seats and some internal fittings - so it looks like Ensign Bus Museum are to restore MLL 735 back to a passenger carrying vehicle rather than the `Uniform Issue Unit` it was when last used in active service - I wish them well with the project - Phil Southwold</p>
	<p>Photo 957, by <b>Thomas Young</b>, added to LTSV on 09/05/2005.</p> <p>Transit van 5298F (KE02YSN) has spent most of its life at North and East London Bus Stations, including Turnpike Lane where it was found on 8th May 2005. Note that these vehicles carry white LT roundels on a red background whereas this was reversed on later deliveries such as 5588F (KJ53URA) alongside.</p>
	<p>Photo 958, by <b>Thomas Young</b>, added to LTSV on 09/05/2005.</p> <p>The batch of London Buses vans leased in early 2005 were VW Transporter vans like 5668VW (RA54HXX) seen here on the left at Turnpike Lane on 8th May that year. High-roof vans are usually specified for this role, as shown by earlier Ford Transit 5580F (KJ53UPG) parked behind. 5580F had earlier been based at Edgware and Harrow Bus Stations.</p>
	<p>Photo 959, by <b>Thomas Young</b>, added to LTSV on 09/05/2005.</p> <p>Showing that London Buses service vehicles do sometimes move around, Transit 5588F (KJ53URA) seen at Turnpike Lane on 8th May 2005 had spent its earlier life at Kingston Bus Station. Note the slight change in the design of the London Buses signage between this and older Transit 5298F (KE02YSN) alongside.</p>





Photo 960, by **Thomas Young**, added to LTSV on 09/05/2005.

The four VW LT Minibuses leased by London Buses in July 2004 are spread around the network and can often be seen visiting the headquarters at Victoria. 5616VW (RJ04WNT) was first reported at Sycamore House, Thornton Heath but had by March 2005 moved to Turnpike Lane where it was photographed on 8th May. Parked alongside is Ford Focus Estate 5289F (VK51YYN) which has been based here since early 2004.



Photo 961, by **Thomas Young**, added to LTSV on 26/05/2005.

Parked in front of Sycamore House, Thornton Heath, on 14th May 2005 was V053SBZ, one of four un-numbered Ford Galaxy cars used by London Bus Services since the beginning of 2004.

Comment by *John Forge* on 10/10/2005: Noted leaving Crystal Palace Bus Station 15th July 2005.



Photo 962, by **Thomas Young**, added to LTSV on 26/05/2005.

A visit to Sycamore House on 14th May 2005 found a couple of interesting vehicles present. Ford Focus estate 5296F (VE51FKZ) had been delivered in January 2002 but nothing is known of its allocations until it turned up here earlier in 2005.



Photo 963, by **Thomas Young**, added to LTSV on 26/05/2005.

The small car park in front of Sycamore House sometimes has as many as seven LBSL service vehicles crammed in it. On 14th May 2005 Ford Transit 5587F (KJ53UPL) was there, flanked by VW LT35 minibus 5613VW (RJ04WOB) more normally found at Eltham, and un-numbered Ford Galaxy VO53SBZ.



Photo 964, by **Thomas Young**, added to LTSV on 26/05/2005.

The Volkswagen Transporter vans delivered in Spring 2005 have quite a distinctive appearance with their high-roofs and brightly-coloured back ends. Unlike the Ford Transits that formed the previous generation of LBSL vans, they do not feature rear windows. RE05DTZ, found parked at Sycamore House, Thornton Heath on 14th May 2005, was not yet carrying a fleetnumber.

Comment by *Thomas Young* on 11/03/2007: Now known to be numbered 5781VW.



Photo 965, by **Kim Rennie**, added to LTSV on 26/05/2005.

Arriva London uses a number of these Vauxhall Combo vans on crew ferry work at various locations in North and South and London. Perhaps because of links to the vehicle rental side of the business, the turnover of vehicles appears to be quite high, and the numbers applied are prone to changes. Four such vans were found at Leytonstone Station on 10th May 2005, including 37 (YA52BZY).

Comment by *Thomas Young* on 28/08/2006: The vehicle behind is 2 FE02VWV and a link has been added.





Photo 966, by **Thomas Young**, added to LTSV on 27/06/2005.

Two of the remaining four Stagecoach Taxis were parked outside the main Waterden Road depot on Saturday 25th June 2005, while a third could be seen at the artic base. One of the former was K104EYF, seen here displaying both its local and national fleetnumbers on the rear.



Photo 967, by **Thomas Young**, added to LTSV on 27/06/2005.

Parked at the WA base on Waterden Road during the open day on Saturday 25th June were these two crew-ferry cars. Neither carried fleetnumbers though Ford Escort Estate N117CES on the left is allocated 90538. OE02YNF is a Ford Focus Estate similar to the batch used by LBSL.

Comment by *Thomas Young* on 28/08/2006: As the links show, the car on the right was new as OE02YNF, then reregistered VLT240. By the date of the photograph it had reverted to original, the VLT mark being transferred to a bus.



Photo 968, by **Thomas Young**, added to LTSV on 27/06/2005.

A previously un-reported vehicle found at the main Waterden Road Stagecoach depot (SD) on June 25th 2005 was Ford Transit van 95083 (RJ05FHG). Unlike earlier vans this carried a white livery with a day-glo yellow stripe.



Photo 969, by **Thomas Young**, added to LTSV on 27/06/2005.

Stagecoach's Stratford depot has an allocation of about 100 Dennis Trident double-deckers and 80 Dennis Dart single deckers, many of which can be seen in the background of this view. The main subject however is Ford Escort Estate Car 90588 (S193KRW), another previously un-reported addition to the fleet. Unlike some, this carried both company logos and a fleetnumber.



Photo 970, by **Thomas Young**, added to LTSV on 27/06/2005.

One service vehicle that may have been missed by visitors to the open day at Waterden Road, Stratford on Saturday 25th June 2005 was this Ford Focus Estate registered VLT20 (a former Routemaster mark). This was originally OU02XRK and is allocated the fleetnumber 90729. It was parked outside the First London depot which is rather oddly known as Hackney.



Photo 971, by **Thomas Young**, added to LTSV on 27/06/2005.

This slightly poor shot has been included as it shows the relatively rare use of a non-estate car as a crew ferry vehicle (although it was listed as an estate in SUP15B - sorry!). Stagecoach 90711 (Y968RLE) is a Ford Focus and was visiting the Waterden Road depot in Stratford on the occasion of the open day on June 25th 2005.





Photo 972, by **Thomas Young**, added to LTSV on 27/06/2005.

Many visitors to Waterden Road depot open day will have taken the short walk along the road to the adjacent First and Stagecoach depots. Parked at the former was new VW Transporter Van YR05BGK in full First livery. One oddity about this vehicle is the use of old style beacon lights rather than the more common full-width light-bar.



Photo 973, by **Thomas Young**, added to LTSV on 27/06/2005.

Illustrating the proximity of Stagecoach's Waterden Road depot to First's Hackney depot, this view of the latter was taken from the former, through the fence! The subject is Vauxhall Corsa van YS03PFA. Note the LBSL sticker in the windscreen, presumably to permit entry to bus stations.



Photo 974, by **Thomas Young**, added to LTSV on 27/06/2005.

A question that I often have to ask myself is when is a vehicle NOT a service vehicle? The rules would normally be that if it does not carry company livery or logos, or is not of a type normally operated, then it is not. However, if you slap a fleetnumber on it, then it is! So, here we see Stagecoach's 91303 (P184GME) at Waterden Road depot on Saturday 25th June 2005. This Renault Laguna is reported as used by Garage Ops.

Photo 975, by **Thomas Young**, added to LTSV on 27/06/2005.

Service Vehicles at Stratford Bus Station are often parked against the railings at the back. Easy to spot but hard to photograph. I have included this view as it shows a couple of vehicles not previously illustrated. On the left is 5294F (VE51FKT), one of the 2002 batch of Ford Focus Estate Cars which has been based at Stratford continuously. On the right is un-numbered GJ54ECX, one of four VW Golf Estate Cars supplied in late 2004. As this view shows, at least some of these Golfs (including GJ54ECW but not GJ54KTG) have chevron rears and semi-permanent light-bars. 25th June 2005.

Photo 976, by **Damon Cross**, added to LTSV on 31/07/2005.

Ford A0609 van 2086F (THV86S) was converted into a communications vehicle as seen in an earlier view by Colin Lloyd. Sold in late 1991 it passed to Allco Passenger Services, a small coach operator based in Eastcote and well known for their fleet of AEC vehicles. When seen at the North Weald rally in 1992, it retained its red livery and fleetnumbers and had also gained Forest District stickers, and a Routemaster-ish grille surround!

Photo 977, by **Damon Cross**, added to LTSV on 31/07/2005.

Leyland Freighter bus recovery truck 2418L (B734XJD) was based at Upton Park during its LT career and was sold in the early 1990s to the Linkfast group of Essex. Trading as S&M coaches, this operator was noted for taking 6 of the ex-Barton RN class coaches from London Country. 2418L was repainted in this attractive silver and green livery, retaining its original booms and stabilisers. It was seen at a rally at Southend.

Photo 978, by **Damon Cross**, added to LTSV on 31/07/2005.

Mercedes 408D demountable 2478M (G924ALM) is no stranger to this site, being kept in the fleet longer than its siblings due to its conversion to a vehicle recovery truck. New in April 1990 it was seen during an open day at Morden depot later that year. At that point it was carrying a mobile generator (which may later have been carried by similar 2541M) and was coupled to a trailer which may be ST40.

Comment by *Thomas Young* on 08/03/2009: This generator was not the one carried by 2541M. It was however transferred to either 2562M or 2563M.





Photo 979, by **Peter Edgar**, added to LTSV on 31/07/2005.

This view of Go-Ahead's Volvo FM12 tow truck VLT46 at Putney Heath on 21st May 2005 shows the business end of this impressive vehicle. Particularly notable is the smaller rear axle, seen here in the raised position. This is lowered when the spectacle hoist is in use.



Photo 980, by **Damon Cross**, added to LTSV on 31/07/2005.

The four VW Golf Estates taken into the un-numbered fleet in late 2004 were spread widely around London. GJ54ECV was often to be found at Therapia Lane Tramlink depot, perhaps an unusual location for a London Buses vehicle. It was pictured there on 28th March 2005, showing its semi-permanent light-bar fitting. The Tramlink running lines are behind the wooden fence.

Comment by *Tester* on 11/09/2005: The lines into the tramlink depot are in front of the fence.



Photo 981, by **John Hillman**, added to LTSV on 31/07/2005.

Since setting up this website, many people have come forward with interesting pictures, often of vehicles that had not previously been seen. A good example of this is this view taken by John Hillman at Uxbridge station on 12th April 1993. It shows Centrewest K542CTF, a Land Rover Defender van in a red livery with factory-applied striping. The Centrewest name is carried on the light bar while PCV legal lettering appears to have been applied to the bodysides. The dates of operation of this vehicle are not known.

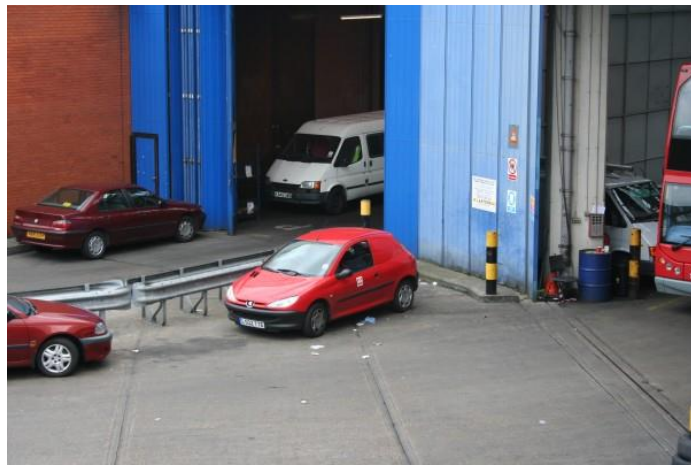


Photo 982, by **Damon Cross**, added to LTSV on 31/07/2005.

The bus garage at Edgware has been divided between Metroline and London Sovereign, the metal barriers marking the segregation. On the Sovereign side in this view taken on 17th June 2005 is LS02TTE, a rather sporty looking Peugeot 106 van. Also just visible on the right is R128VOB, a Ford Transit van operated by Sovereign in BT grey livery. The Transit minibus (K345JWB) in the Metroline garage has not been reported but may also be a service vehicle.



Photo 983, by **David Rowe**, added to LTSV on 31/07/2005.

The history of Travel London could fill a page or two of this site. Suffice to say they came, they went, they came back and they grew! Support vehicles used by Travel London mainly carry a white livery, often with minimal lettering. A recent addition is Vauxhall Vivaro van VE04ZRC seen at Victoria on 28th June 2005.



Photo 984, by **David Rowe**, added to LTSV on 31/07/2005.

This van has passed me twice in Abbey Wood in recent weeks so I was glad when David sent in a picture. Numbered 5774F (KF05MLV), it is a Ford Transit Connect in silver livery. Notable is the blue Transport for London lettering, while the rear carried yellow/red chevrons and a Highway Maintenance notice. This may be a sign that TfL Streets vehicles are going to come into the numbered fleet in future. Seen at Victoria on 28th June 2005.





Photo 985, by **Kim Rennie**, added to LTSV on 31/07/2005.

This being a Ford Transit, there is of course much I can say about it! 5724F (EK54UFX) was seen at Broadway on 8th July 2005, the day after the terrorist attacks in London. The removable mini light-bar and Emergency lettering on the bonnet probably relate to its use in connection with those events. The red strip is unusual in that all the lettering is reversed, even the small Tube Lines and Underground logos. For 'rear view' notices one would expect only the largest lettering to be so. LBSL and LUL do have a stock of magnetic signs and notices for use on vehicles and it may be that these are all reversible. The inclusion of two emergency windows (matt black areas) suggests that this is an extended length minibus, while the engine shut off notice at the bottom of the cab door indicates it may be one of the vehicles licensed as a PCV. The DiPTAC-style yellow handrails inside would support this. Earlier PCV service vehicles carried legal lettering on the lower panels in a similar style to buses. Finally, the rear wheel arches have a flare fitted, reminiscent of long-wheelbase Mk2 Transits like 3000F.

Comment by *Steve Howard* on 17/09/2005: Emergency label on front removed when noted on 23/8/05



Photo 986, by **Damon Cross**, added to LTSV on 25/09/2005.

Several of Travel London's service vehicles carry this plain white livery with a small London Buses logo on the front. Fortunately the Travel London name is carried on the rear, or else these may be mistaken for hired vehicles. Long-wheelbase Ford Transit minibus EF03EAE was seen at Vauxhall Bus Station on 13th August 2005, although it can often be found at Waterloo Station.



Photo 987, by **Colin Lloyd**, added to LTSV on 25/09/2005.

This van with just a London Buses logo on the front was operated by Travel London to support their growing bus operations. A high-roof Transit 90 T350, it was photographed near Lambeth Bridge on 1st December 2004.

Photo 988, by **Damon Cross**, added to LTSV on 25/09/2005.

T645NGW was one of a pair of relatively rare short-wheelbase, high-roof Ford Transit vans used by London General, and was given the fleetnumber LGV2 although this was not carried. Sold in early 2005, it was found in Southwark working for a new owner on 3rd September that year.

Photo 989, by **Damon Cross**, added to LTSV on 25/09/2005.

Metroline took delivery of a second Mercedes-Benz Sprinter van in Autumn 2005 and this was found at Golders Green Station on 9th September 2005. Like WV51PZE before it, KN05LZW carried extensive lettering promoting its function.

Photo 990, by **Damon Cross**, added to LTSV on 25/09/2005.

This view looking into Tottenham Garage on 19th July 2005 shows no less than 9 Arriva London Vauxhall Combo Vans. On the far left is an example of the early version of this design while all the others are of the revised model. Note that none of the fleetnumbers displayed tie-up with those published in SUP15B! The visible identities are (from left to right) W303PVC, 23 AY02RHU, 25 AY02RHO, 26 BJ52XYS and 28 BJ52XZH.

Photo 991, by **Damon Cross**, added to LTSV on 25/09/2005.

Another view of Metroline's then new Mercedes-Benz Sprinter van KN05LZW at Golders Green on 9th September 2005 allows a comparison with LBSL Vauxhall Movano 5207V. Note the similarity of the liveries.





Photo 992, by **Colin Lloyd**, added to LTSV on 25/09/2005.

Although it was bought by Metroline in 2004, the Thorpes identity can still be seen on quite a number of buses in North West London. One of their service vehicles was captured on film at Brent Cross Bus Station on 15th June 2005. It's a Transit Van. If you want to know the version, read the recent article on this site and work it out for yourself!



Photo 993, by **Colin Lloyd**, added to LTSV on 25/09/2005.

Seen in a damp Golders Green on 15th June 2005, Thorpes LD21 N300FET is an LDV Convoy minibus formerly registered T921REU. The N300FET plate (For Frank E. Thorpe) was originally carried by an Optare Excel bus used on the Stationlink service.



Photo 994, by **Colin Lloyd**, added to LTSV on 25/09/2005.

Perhaps due to the purchase of Thorpes by Metroline, the latest service vehicles in this North West London fleet does not carry the normal red and yellow livery. LDV Convoy minibus LK05CGU was seen performing crew-ferry duties at Brent Cross Bus Station on 15th June 2005.

Photo 995, by **Colin Lloyd**, added to LTSV on 25/09/2005.

Arriva has a number of operations in and around London, the smallest of which is the Original London Sightseeing Tour (TOLST) based at Wandsworth. This Ford Transit van seen at Trafalgar Square on 24th July 2004 carries a livery used by several Arriva fleets for medium sized vans. However, the gold fleetnumber on the front reveals that it is one of the TOLST vehicles. V767XVL was numbered MV5 at the time, but this was changed to MV1 by May 2005.

Photo 996, by **Colin Lloyd**, added to LTSV on 25/09/2005.

Some operators seem to treat their service vehicles as second class members of the fleet, running them in as acquired condition. This rather tatty Ford Transit minibus (W83KRP) seen at Harrow Bus Station on 15th June 2005 is in fact operated by London Sovereign, by then part of the London United group owned by Transdev. The only 'livery' is a London Buses roundel on the front, while what may be a duty number is in the windscreen and a recruitment advert has been placed in the side window.

Photo 997, by **Damon Cross**, added to LTSV on 25/09/2005.

The Arriva TOLST (Tour) fleet is based at Wandsworth garage and includes a number of service vehicles numbered in an MVxx series. Their MV9 was Vauxhall Astra van X761AUT, seen at home on 21st January 2005. The white livery has several logos applied, including the unique Arriva presenting London used by this operation.





Photo 998, by **Damon Cross**, added to LTSV on 25/09/2005.  
 Stagecoach Ford Escort van M938WSN was seen leaving Bow Garage on 1st February 2005.



Photo 999, by **Damon Cross**, added to LTSV on 25/09/2005.  
 MV2 in the Arriva TOLST was a Citroen van which carried a red livery when photographed in Northumberland Avenue on 22nd June 2005.



Photo 1000, by **Damon Cross**, added to LTSV on 25/09/2005.  
 Stagecoach originally used a red livery for its fleet of vans but later deliveries came in plain white. An example of this is Ford Transit Connect van RL54KYN seen inside Barking Garage on 19th March 2005. The national fleetnumber for this vehicle is not known.