



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 3c – Photographs 1001 to 1500

Issue 1 – May 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 (6,739 as at 11th May 2021), this document has been broken down into sub-parts, each with a total of 500 photos. This has allowed the use of minimal image compression. Note however that some of the original photographs were not of particularly high quality.

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

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

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 They may therefore contain incorrect assumptions or superseded information.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

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

This part of the document contains photos 1001 to 1500, originally published between October 2005 and September 2006.

Thomas Young, Abbey Wood, May 2021



Photo 1001, by **Bob Martin**, added to LTSV on 01/10/2005.

Here's something you don't see every day. A lorry towing two buses. The story behind this is that Wombwell Diesels had bought RT4730 and converted it into a towing lorry to take redundant LT buses to their scrapyards. When collecting RF372 it broke down near Watford. AEC Militant tow truck 1457MR was dispatched to assist and is seen preparing to head the convoy onwards. Dated circa 1972.



Photo 1002, by **Bob Martin**, added to LTSV on 01/10/2005.

679F was one of many Thames E83W vans used by London Transport and was delivered in January 1948. It was sold 12 years later (not many small vans today last that long!) and was pictured in Paddington in about 1961.



Photo 1003, by **Bob Martin**, added to LTSV on 01/10/2005.

92Q had been new to London Transport in November 1936 and was an AEC Mercury 5-ton Pole Carrier (note the distinctive hoist and bolsters). Withdrawn and sold to McCann of Barnet in July 1962, it was seen in their yard shortly afterwards. A picture of this vehicle in slightly happier times appears in SUP15B.



Photo 1004, by **Bob Martin**, added to LTSV on 01/10/2005.

977B was one of a pair of Bedford CAV Works Ambulances bought by London Transport in 1953. When replaced by newer CALV vehicles in 1969, this one was sold to the Hemel Hempstead Emergency Aid Corps, and was seen at the Civic Offices later that year. Note the bell on the front.



Photo 1005, by **John Lloyd-Martin**, added to LTSV on 01/10/2005.

Vauxhall Zafira 5560V can regularly be found at Aldgate Bus Station. This view taken on 16th September 2005 clearly shows the two fuel filler caps. One is for petrol, one for LPG.



Photo 1006, by **Kim Rennie**, added to LTSV on 01/10/2005.

Although the Ford Transit Connect van has become popular as a service vehicle over the last couple of years, pictures of them have been comparatively rare. Helping redress that is Kim's fine view of Tube Lines-liveried 5633F, new in April 2004.



Photo 1007, by **Thomas Young**, added to LTSV on 05/10/2005.

At least two Ford Transit Connect vans appeared in this new livery in Autumn 2005. 5689F seen outside Griffith House on 2nd October 2005 displays the Escalator Services lettering and variation on the blue skirt livery. The other vehicle reported was 5688F.



Photo 1008, by **David Rowe**, added to LTSV on 05/10/2005.

This Ford Transit has been in the fleet since May 2001 although it carries neither lettering nor standard livery. Y285EOB was captured on film at Uxbridge Station in June 2005, when it was carrying LBSL stickers. It has since lost these and been seen at locations as far apart as Thamesmead and Edgware.



Photo 1009, by **David Rowe**, added to LTSV on 05/10/2005.

Sole 3-axle articulated unit, Mercedes-Benz 2551M was still active in May 2005 when it was photographed in Fulham with Weightlifter trailer T52.



Photo 1010, by **Peter Edgar**, added to LTSV on 05/10/2005.

Preserved AEC Regent Tree Lopper 971J visited the Dorking Rally on 4th September 2005 and several photographs were contributed.



Photo 1011, by **Peter Edgar**, added to LTSV on 05/10/2005.

This rear view of Tree Lopper 971J at the Dorking Rally on 4th September 2005 shows the emergency exit fitted to front entrance buses, the semaphore indicator arm and the mobile phone masts on the upper deck. Actually, scrub that last bit!



Photo 1012, by **Damon Cross**, added to LTSV on 05/10/2005.

The offside of very clean preserved AEC Regent Tree Lopper 971J was captured at the Dorking Rally on 4th September 2005. This vehicle had been new as bus STL1470 and was a service vehicle from 1953 until 1963.



Photo 1013, by **Damon Cross**, added to LTSV on 05/10/2005.

This final view of preserved 971J at the Dorking Rally on 4th September 2005 shows the entrance arrangement, painted out windows and blind box and hinged access flap / work platform on the upper deck.



Photo 1014, by **John Lloyd-Martin**, added to LTSV on 05/10/2005.

Over 10 years old and still going... perhaps strong is not the best word! Ford Transit L649MBM is used by Arriva London from their Enfield garage, where it was photographed on 2nd October 2005. Apart from the obligatory rear chevrons, the livery application is minimal.



Photo 1015, by **John Lloyd-Martin**, added to LTSV on 05/10/2005.

A pair of East Thames Buses vehicles were found at Becontree Heath Bus Station on 2nd October 2005. Nearest the camera is slightly dented Vauxhall Astra Estate T620SGK, while beyond is Ford Transit Minibus W302PBY. Both vehicles carried small fuel ID numbers over the filler caps.



Photo 1016, by **Colin Lloyd**, added to LTSV on 05/10/2005.

Here is a vehicle that needs no introduction. So I'll just say that it was towing LDP58 across Putney Bridge on 4th August 2005.



Photo 1017, by **Colin Lloyd**, added to LTSV on 05/10/2005.

Another fine view of Volvo VLT46 shows it in action on Putney Bridge on 4th August 2005. Note the back axle is in the lowered position. I noticed too late the black hydraulic arm at the top. This actually belongs to another lorry in the next lane!



Photo 1018, by **Damon Cross**, added to LTSV on 05/10/2005.

The first of two views of Ford Transit Crew Van 5576F shows it resting beside the offices at Finchley Central Station on 19th July 2005. The only lettering on this long-wheelbase, mid-height van was a fleetnumber.



Photo 1019, by **Damon Cross**, added to LTSV on 05/10/2005.

Damon found 5576F again on the 9th of September 2005, when it was parked at the depot in the corner of Golders Green Bus Station. As can be seen, this Transit has a roof rack and access ladder, and has a plain panel on the offside (an extra window was fitted on the nearside).



Photo 1020, by **Damon Cross**, added to LTSV on 05/10/2005.

Visitors to the HCVS rally at Brighton on 1st May 1983 would have seen this fine pair of preserved service vehicles. On the right is well known 738J, while on the left is AEC Matador Master Breakdown Tender 746P. This was preserved in 1978 and given the registration number 816FUF. It is believed to have sadly been burnt out some years later.



Photo 1021, by **Damon Cross**, added to LTSV on 05/10/2005.

A cruelly enlarged view taken at the Brighton rally on 1st May 1983 shows the rear of AEC Matador Master Breakdown Tender 746P. Although preserved at the time, it was later destroyed in a fire.



Photo 1022, by **Colin Lloyd**, added to LTSV on 05/10/2005.

After relying on VWs, Fords and Vauxhalls for several years, London Buses took delivery of a batch of Mercedes-Benz Sprinter vans in Autumn 2005. One of the first identified was 5795M seen here at Marble Arch on 26th September that year.



Photo 1023, by **Bob Martin**, added to LTSV on 15/10/2005.

Ford D550 Dropside Lorry 1724F was new in August 1971 but was destined to only last 8 years with London Transport, somewhat less than normal for such vehicles. This view taken at Chiswick Works in 1979 shows the reason. Note that despite what it says in SUP15B, a tail-lift was fitted.



Photo 1024, by **Julian Bowden-Green**, added to LTSV on 15/10/2005.

The Mark1 Ford Transit was also available as a Parcel van which differed quite markedly from other Transit vans. As this view of 1719F at Manor House on 14th December 1976 shows, a more upright windscreen was fitted together with large sliding cab doors. 1719F was new in November 1971 and worked until March 1979.



Photo 1025, by **Julian Bowden-Green**, added to LTSV on 15/10/2005.

Resting outside Parsons Green depot in April 1977, 1751F is an example of a crew-cab fitted Ford D-series dropside lorry. New in March 1972, it was originally fitted with a half-tilt, and served until the mid-1980s.

Comment by *Thomas Young* on 28/08/2006: Although this lorry has full drop-sides (ie no fixed sections as sometimes found on half-tilts) the cleats fitted to the forward doors show where the tilt would have reached to.



Photo 1026, by **Colin Smith**, added to LTSV on 15/10/2005.

Ford Transit vans continued to dominate the service vehicle fleet into the 2000s. New in Spring 2005, this is 5739F at Ealing Common Depot. Branded for Metronet SSL, it is a high-roof Transit 90 T350 van with roof racks. This picture also answers the question of why these vans have a seam below the roof-line.



Photo 1027, by **John Lloyd-Martin**, added to LTSV on 15/10/2005.

These VW LT35 minibuses seen at Aldgate Bus Station on 6th October 2005 have been illustrated before but this picture was selected as it shows the slight difference in colour between the two. 5281VW on the right was new in February 2002 in a darker shade of red than standard and has been allocated to Aldgate ever since. Unique for over 2 years, a further four similar vehicles joined it in July 2004, including 5614VW seen here. Although very similar to Mercedes-Benz Sprinters, the tall headlamps of the VW LT-series make recognition easier.



Photo 1028, by **John Lloyd-Martin**, added to LTSV on 15/10/2005.

This view taken at Turnpike Lane Bus Station on 6th October 2005 shows the backs of two London Buses support vans. 5588F on the right is a Ford Transit high-roof van new in December 2003. On the left is brand-new Mercedes-Benz Sprinter 5793M.



Photo 1029, by **Colin Lloyd**, added to LTSV on 15/10/2005.

Additions to the owned fleet were few and far between for much of the late 1990s and early 2000s. With a number of vehicles presumably due for replacement soon, two new lorries arrived in Autumn 2005. These were based on the Iveco EuroCargo model, an updated version of the Iveco/Ford Cargo and SuperCargo, and included refuse truck 2586 seen here at Barking Station on 6th October 2005. While earlier Cargo lorries had been dual badged and numbered with an F suffix, the new examples were pure Ivecos. Could this be why they carry un-suffixed fleetnumbers? As an aside, the I suffix was used for a pair of Fiat Ducato vans in the mid-1980s. Iveco is the truck and bus division of Fiat so this suffix could have been reused.



Photo 1030, by **Colin Lloyd**, added to LTSV on 15/10/2005.

A nearside view of smart Iveco EuroCargo refuse truck 2586 at Barking Station on 6th October 2005 shows the multitude of flashing lights, and also the multi-directional driver's mirrors. The yellow locker underneath the bodywork is believed to be for clinical waste.



Photo 1031, by **Julian Bowden-Green**, added to LTSV on 15/10/2005.

With all lettering removed, AEC Mercury open lorry 1072Q was parked up at Chiswick works in July 1977 ready for its imminent disposal. One of a batch of 3 new in 1958, they were notable for carrying lifting tailboards that had earlier been fitted to AEC Matadors 105/6/9P. To the rear is a unidentified Ford Trader towing lorry, also withdrawn.



Photo 1032, by **Julian Bowden-Green**, added to LTSV on 15/10/2005.

The last batch of tower wagons bought by London Transport were 5 AEC Mercurys delivered in 1958, very near the end of the Trolleybus era. All were sold by the mid-1960s except 1077Q, which was kept for other duties requiring elevated access. It was latterly kept in the lorry yard at Chiswick works and was eventually sold in May 1979. This picture was taken at Chiswick during the 1970s and shows the tower structure to advantage. Note also the tow-bar and the generally cut-off appearance of these vehicles. To the left is Ford D500 dropside lorry 1788F, while part of York low-loader semi-trailer YT16 can be seen beyond.



Photo 1033, by **Thomas Young**, added to LTSV on 06/11/2005.

While most leased vehicles stay in the fleet for about 3 years, Ford Escort van 4955F had notched up over 5 years when seen at Oxford Circus on 23rd October 2005. It is not clear what it was doing at this location.



Photo 1034, by **Damon Cross**, added to LTSV on 06/11/2005.

Regular residents of Finsbury Park Bus Station, Vauxhall Zafira 5565V and un-numbered VW Golf estate GJ54KTG were present as usual on 1st October 2005. Note that the Golf carries chevrons on its rear.



Photo 1035, by **Kim Rennie**, added to LTSV on 06/11/2005.

At least 22 Ford Rangers had been used by LUL since the first in 1999, but pictures have been somewhat unforthcoming. Kim caught up with 2002 delivery 5435F at Grange Hill on 11th August 2005, it being based at nearby Hainault Depot. As can be seen, this Metronet BCV example has a crew-cab and hard-top.



Photo 1036, by **Colin Lloyd**, added to LTSV on 06/11/2005.

Unfortunately this picture was snapped at just the moment a bollard obscured the fleetnumber. Despite this, I am fairly certain this is 5599F (KJ53UPC), a Ford Tourneo minibus new in November 2003. The Tourneo badging is applied to top of the range Transit minibuses, this example seating just 9. It was seen at Marble Arch on 19th July 2004.



Photo 1037, by **Damon Cross**, added to LTSV on 06/11/2005.

Arriva London has standardised on the Vauxhall Combo for many of its light duties, including a large number of crew ferry vehicles in plain white. Brixton-based FE02VZB is different, being a Breakdown Response vehicle with additional striping and flashing lights. It was seen at its home depot on 30th December 2004.



Photo 1038, by **John Lloyd-Martin**, added to LTSV on 06/11/2005.

Ford Escort estate N591DSN is 95043 in the Stagecoach London service vehicle fleet, being based at Stratford depot for Garage Operations including crew ferry runs. As such it can often be seen visiting the bus station, as here on 6th October 2005.



Photo 1039, by **John Lloyd-Martin**, added to LTSV on 06/11/2005.

Despite the delivery of seemingly large numbers of red-liveried Ford, Volkswagen and Mercedes-Benz vans for LBSL duties, there was still a need to hire in additional vehicles throughout 2005. A typical example is white-liveried high-roof Ford Transit van YH05VDO seen at Stratford Bus Station on 6th October 2005.



Photo 1040, by **Damon Cross**, added to LTSV on 06/11/2005.

Arriva The Shires 1181 (W217LFS) is one of several Vauxhall Combo vans based at Garston Garage and used on crew ferry duties to locations such as Edgware Bus Station, where it was photographed on 17th June 2005. Later in the year this duty was commonly performed by a bus-liveried LDV Convoy minibus.



Photo 1041, by **Damon Cross**, added to LTSV on 06/11/2005.

This view of Turnpike Lane Bus Station taken on 19th July 2005 shows Ford Transit 5302F beside new VW Transporter 5668VW. The high-bumper on the latter type makes them appear smaller but, as can be seen, the two are dimensionally very similar.



Photo 1042, by **Colin Smith**, added to LTSV on 06/11/2005.

This smart Vauxhall Combo van seen near Acton Museum Depot in July 2005 carried neither a fleetnumber nor the normal blue skirt, although it had had Tube Lines logos applied. Also notable is the offside sliding cargo door, it being more common to have one just on the nearside, or not at all. The Ford Escort van in the background is roughly the same size but, being car-derived, was not able to be fitted with side cargo doors. This may have been part of the reason for developing the Transit Connect design.

Comment by *Thomas Young* on 11/03/2007: Number now known to be 5750V



Photo 1043, by **Colin Lloyd**, added to LTSV on 06/11/2005.

2555F is one of two large Ford/Iveco Super Cargo demountables used by LUL since 1995. It was seen rounding Parliament Square on 17th June 1998.



Photo 1044, by **Colin Lloyd**, added to LTSV on 06/11/2005.

Ford-Iveco mini-dustcart 2564F was seen passing Victoria Bus Station on 6th May 2004.



Photo 1045, by **Colin Lloyd**, added to LTSV on 06/11/2005.

It may appear odd for an L-registered Ford Transit to still be in LUL use in 2005 but this is 2548F, one of a small number of such vehicles purchased rather than leased. When caught on film passing through Stratford in September 2005, it was carrying Tube Lines logos and an un-suffixed fleetnumber.



Photo 1046, by **Thomas Young**, added to LTSV on 06/11/2005.

High-roof Ford Transit 5382F caught me by surprise in Westminster on 2nd July 2005. This picture has been included as it shows the rear ladder arrangement and a less capacious roof rack than normal. This is one of several Transits to have had an additional offside window added after entering service.



Photo 1047, by **Damon Cross**, added to LTSV on 06/11/2005.

A couple of the red Ford Transits delivered in 2002 have not previously been illustrated on this site. Addressing this, here we see 5303F at Arnos Grove Station on 20th July 2005. This particular van was often to be found at Edgware or Harrow Bus Stations.



Photo 1048, by **Damon Cross**, added to LTSV on 06/11/2005.

Ford Transit 5340F is often to be found in on near Victoria Bus Station, although it has been photographed much less frequently than fellow resident 5301F. Note the three aerials. 8th January 2005.



Photo 1049, by **Damon Cross**, added to LTSV on 06/11/2005.

Ford Transit van 5347F was rebuilt in mid-2005 with an additional offside window, and was back at Finchley Central Station by 19th July, when this picture was taken. Click on the View Vehicle details link above right to see pictures of this van in its original condition. The un-repaired dent by the rear wheelarch proves that it is the same vehicle!



Photo 1050, by **Colin Lloyd**, added to LTSV on 11/11/2005.

London Country 23F (UCD357S) was a Ford D0910 Dropside Lorry new in 1977. When it was photographed at Crawley Garage on 29th March 1985, it had been repainted with a yellow cab and had been used, in common with many LCBS lorries, as a driver training vehicle.



Photo 1051, by **Colin Lloyd**, added to LTSV on 11/11/2005.

London Country bought 2 new Ford D0710 tree loppers in 1979, which initially carried the bodies off the Trader lorries they replaced. They were both rebodied in 1984, and 34F (BNJ91T) later passed to London Country South East, which was fairly quickly renamed Kentishbus. Carrying its new livery and fleetnumber (923), it was found at Northfleet Garage on 12th November 1988.



Photo 1052, by **Colin Lloyd**, added to LTSV on 11/11/2005.

London Country 37F (DWV380V) was unusual for carrying a white livery. This D0910 Dropside Lorry new in 1979 was photographed at Dartford Garage on 4th September 1986, by which time it was officially in the London Country South East Fleet. Note the lettering added to advertise the driver training service, and also the National Bus Company logo on the front.

Comment by *Ray Monk* on 26/11/2009: Being too close to call at the date of this photograph, but records show this was with LCBS until 7/9/1986 passing then to Kentish Bus. As the photo was taken three days before transfer (4/9/1986) then it would have been white (not green) when leaving the former company and also white with the latter.



Photo 1053, by **Damon Cross**, added to LTSV on 11/11/2005.

Ford D0710 Dropside Lorry EUF64V had been 40F in the LCBS fleet until 1985. It was then sold to fellow NBC subsidiary Hastings and District and given this smart blue and yellow livery. It was photographed in Hastings in May 1994, apparently still in use.

Comment by *Damon Cross* on 26/12/2005: My mistake. This photo was taken on 10th October 1992 on the occasion of a running day.



Photo 1054, by **Colin Lloyd**, added to LTSV on 11/11/2005.

Coach operator National London came under the control of London Country during the 1980s, resulting in the allocation of some LCBS service vehicles to this operation. Seen at Victoria Coach Station on 17th July 1985, Ford Transit van 43F (HUF516V) carries a plain white livery.



Photo 1055, by **Richard Eversden**, added to LTSV on 11/11/2005.

The National London operation was eventually absorbed by Kentishbus, resulting in former 43F (HUF516V) appearing in the new cream and brown livery numbered 927. This Ford Transit van is seen in the well-known Kent suburb of Golders Green (???) on 28th January 1989.



Photo 1056, by **Keith Grimes**, added to LTSV on 11/11/2005.

This vehicle looks like anything but a bus company service vehicle, and indeed it isn't really! Gatwick Engineering was a company set up in 1986 to take over the former central works of London Country Bus Services in Crawley. As such, they inherited a proportion of the service vehicle fleet, and repainted several in this bright white and red livery. Ford Transit Van FCD236X had been 47F in the LCBS fleet, and was photographed near the works on 1st December 1987.



Photo 1057, by **Colin Lloyd**, added to LTSV on 11/11/2005.

An interesting shot taken inside Dorking Garage on 13th January 1985 shows how forward control lorries are often fitted with tilt-cabs to provide access to the engine and gearbox. The subject is London Country 55F (WPN292Y), a Ford Cargo 1011 Dropside Lorry new in 1983.



Photo 1058, by **Colin Lloyd**, added to LTSV on 11/11/2005.

This picture was taken at Garston Garage on 25th July 1984 and shows London Country Ford Escort van 57F (YCD540Y). Small vans operated by LCBS in the 1980s often carried white livery rather than the green carried earlier. Notable is the lack of lettering (except fleetnumber) and the large NBC logo. In the background can be seen a London Transport RMA-class staff bus, most likely used to ferry staff to the nearby Aldenham works.



Photo 1059, by **Richard Eversden**, added to LTSV on 11/11/2005.

Box vans used as service vehicles have tended to be fairly short versions, perhaps due to the weight of the typical load. An exception was London Country 62F, based on a Ford Cargo 1615, the heavier model being recognisable by the wider wheelarches. New in 1983, it passed to London Country North East in 1986, and was photographed at their Harlow Garage on 26th April 1988. The slight fading apparent on the bodywork was also to be seen on many LCBS buses. Note the darker squares where the NBC logos have been painted out.

Comment by *Thomas Young* on 23/02/2006: Wow! That van is about four storeys tall! :-)



Photo 1060, by **Colin Lloyd**, added to LTSV on 11/11/2005.

Most of the service vehicles used by LCBS carried plain liveries, either leaf green, white or yellow (in the case of recovery trucks). When LCBS was split up in 1986, the new operators introduced a variety of liveries, the longest-lived of which was London & Country's. Formed from a renaming of London Country South West, a smart two-tone green and red livery was adopted, and applied here to former 69F (B867KNJ). It was photographed at Leatherhead Garage on 17th May 1991 next to Olympian LR50 which still retains LCBS green. L&C had numerous changes of direction with its fleet numbering, particularly of its buses. This van was at some point renumbered A4.



Photo 1061, by **Colin Lloyd**, added to LTSV on 11/11/2005.

The last service vehicles delivered to London Country were a pair of Ford Transits that arrived in September 1985. 70F (C553NFG) was found at Hertford Garage on 6th October 1986, still in LCBS green and displaying the reversed number F70, a not uncommon feature in this fleet! This van had actually passed to Gatwick Engineering the previous month, although such vehicles remained as common visitors to former LCBS garages.



Photo 1062, by **John Lloyd-Martin**, added to LTSV on 20/11/2005.

MAN truck 2579 has been resident at Griffith House since August 2002 but has proved hard to photograph. John found it out in the open for a change, parked on Allsop Place behind Baker Street Station on 15th November 2005, carrying what looks like a pair of escalator steps. Note the large tail-lift specified for vehicles used by the lifts & escalators department.



Photo 1063, by **John Lloyd-Martin**, added to LTSV on 20/11/2005.

The latest recruit to the lifts & escalators fleet at Griffith House is Iveco EuroCargo 2585, seen here at home on 15th November 2005. Like earlier Iveco 2535F, it has a crew-cab and large tail-lift. Note that Metronet logos are carried (albeit wonkily) and that the vehicle carries a deeper blue skirt than similar EuroCargo 2586.



Photo 1064, by **Thomas Young**, added to LTSV on 20/11/2005.

Another picture I nearly missed! Vauxhall Astra van 5725V was seen in the Strand on 20th November 2005. Although the Astra design was revamped in 2004, the van models continued to use the previous style.



Photo 1065, by **Damon Cross**, added to LTSV on 20/11/2005.

Of the four VW LT35 minibuses leased for use by London Buses in July 2004, 5615VW is often to be found based at Walthamstow Bus Station, as here on 21st May 2005.



Photo 1066, by **Colin Lloyd**, added to LTSV on 27/11/2005.

The Vauxhall Zafiras used by London Buses in Central London seem to be more elusive than their suburban cousins, perhaps because they often park in the basement at Victoria Coach Station. However, on 14th July 2005 Colin found 5571V resting in the still-new bus station at Vauxhall.



Photo 1067, by **Damon Cross**, added to LTSV on 27/11/2005.

Of the 12 Ford Transits leased for London Buses in Winter 2003/4 (5578F-5589F), this is the last to be illustrated on the site. 5586F spent several months based at the Croydon Tramlink depot at Therapia Lane, for reasons unknown. Fortunately, Damon managed to poke his camera through the fence on 28th March 2005 and record this image. More recently, 5586F has been seen working in central London.



Photo 1068, by **Keith Grimes**, added to LTSV on 27/11/2005.

Bedford Astra van 3366B started life in a red livery for the work force fleet of LRT Builders. By 10th December 1988 (when this picture was taken), it had been transferred to the Bexleybus operation and repainted into overall cream. It was withdrawn in March 1990.



Photo 1069, by **Keith Grimes**, added to LTSV on 27/11/2005.

Ford Transit minibus 3453F was new in January 1987 and was recorded as being allocated to Baker Street and Manor House. However, on 10th January 1988 it was found at Bexleyheath Garage. Note the bumps (aerials?) on the roof.



Photo 1070, by **Colin Lloyd**, added to LTSV on 27/11/2005.

5663F was a Ford Transit 90 T350 dropside truck with crew-cab (but no tail-lift) that was new in August 2004. Observations suggest that it is based at Lillie Bridge but it was photographed passing Turnpike Lane station on 27th February 2005. It carried standard livery with small Tube Lines logos.



Photo 1071, by **Kim Rennie**, added to LTSV on 27/11/2005.

5678VW was one of 3 VW Transporter vans based at Stratford Bus Station from Spring 2005 to cover duties across East London. In June of that year, it was found on Rainham Road.



Photo 1072, by **Damon Cross**, added to LTSV on 27/11/2005.

Delivery of a new batch of VW Transporter vans for London Buses started in early 2005, these differing from earlier examples in being of the high-roof variant. The number range 5668-5678 appears to have been intended but, as of late 2005, only 7 had been reported, plus 3 others that carried no numbers. One of the most visible of the batch is Victoria-based 5675VW, seen here rounding Piccadilly Circus on 27th April 2005.



Photo 1073, by **Colin Lloyd**, added to LTSV on 27/11/2005.

5203F was a fairly standard Ford Escort van new in September 2001. It was caught on film in Buckingham Palace Road on 18th July 2005.



Photo 1074, by **Colin Lloyd**, added to LTSV on 27/11/2005.

This picture taken at Edgware Bus Station on 5th April 2005 offers an interesting comparison between the Vauxhall Movano and Ford Transit Vans used by London Buses.



Photo 1075, by **Colin Lloyd**, added to LTSV on 27/11/2005.

Long-wheelbase Ford Transit van 5229F was new in May 2001 and is very often to be found parked in the yard at Griffith House. Back on 11th January 2002 it was seen at Victoria, at that time still carrying LUL logos.



Photo 1076, by **Colin Lloyd**, added to LTSV on 27/11/2005.

Vauxhall Astra van 5258V was new in September 2001 and was latterly operated by Tube Lines. On 4th August 2005 it was seen crossing Putney Bridge.



Photo 1077, by **Damon Cross**, added to LTSV on 27/11/2005.

Ford Focus estate 5294F was a long-term resident of Stratford Bus Station, having been there almost continuously since delivery in January 2002. The 24th of May 2005 was no exception, and it was parked against the fence at the back. Note the very small type pressure markings on the wheelarches.



Photo 1078, by **Damon Cross**, added to LTSV on 27/11/2005.

Ford Focus 5297F spent most of its time in South-East London, often being found at Eltham. On 22nd June 2005 it had come up to London Bridge for a change and was parked in the company of central London allocated Transit 5301F. Damon did a good job of getting this shot in the permanent gloom of the bus station.



Photo 1079, by **Damon Cross**, added to LTSV on 27/11/2005.

Another Stratford Bus Station line-up, this one taken on 19th March 2005. At the front is Transit 5298F, while three VW Transporters are arrayed beyond. Also just visible are VW Golf GJ54ECX and an unidentified Ford Focus. Note the relatively high-mounted headlamps on the VW vans.

Comment by *Damon Cross* on 27/11/2005: The unidentified Ford Focus is 5294F



Photo 1080, by **John Lloyd-Martin**, added to LTSV on 27/11/2005.

Service vehicles at Stratford Bus Station are usually parked along the back fence, beside the entrance road. Although this means you can't get up close, a decent camera can produce results like this. Present on 6th October 2005 were Ford Focus 5287F and two of the VW Transporter vans that had been new earlier that year.



Photo 1081, by **Clive Greedus**, added to LTSV on 03/12/2005.

Ford Transit 5370F was visiting Leytonstone Station on 2nd December 2005, and was parked alongside Renault Kangoo YK55KZY. The latter carried number 5716 but this is believed to be incorrect.



Photo 1082, by **Clive Greedus**, added to LTSV on 03/12/2005.

The third of three SVs found at Leytonstone station on 2nd December 2005 was Ford Mondeo Estate 5555F of Metronet BCV.



Photo 1083, by **Clive Greedus**, added to LTSV on 03/12/2005.

This picture of Ford Transit 5592F was taken at Griffith House on 15th November 2005. What is interesting is that shows a van that has had a side window retrofitted. Other pictures of this van taken at the same location in 2004 show it without windows.



Photo 1084, by **Clive Greedus**, added to LTSV on 03/12/2005.

This view of 2004 Ford Tourneo Minibus 5647F at Edgware Road Station on 15th November 2005 shows the single piece lift-up rear door fitted to this variant of the Ford Transit. It also illustrates the rear treatment of ERU vehicles. The silver Transit Connect alongside was not carrying any logos or lettering but its registration suggests it may also be an SV.



Photo 1085, by **Clive Greedus**, added to LTSV on 03/12/2005.

The recent variation in LUL livery for the Escalator Services department is seen on Ford Transit Connect 5688F at Griffith House on 15th November 2005.



Photo 1086, by **Damon Cross**, added to LTSV on 03/12/2005.

5695F was a one-off Ford Transit van leased for use by LBSL in October 2004, following earlier batches of eight and twelve similar vehicles. It was based for much of the time at Stratford Bus Station, outside which it was photographed on 25th June 2005.



Photo 1087, by **Clive Greedus**, added to LTSV on 03/12/2005.

5700F was a Ford Transit dropside truck with crew-cab that entered service in Spring 2005. It differs from many similar vehicles in having a tail-lift that appears to be made of mesh rather than plate, as seen in this view taken at Edgware Road Station on 15th November 2005.



Photo 1088, by **Clive Greedus**, added to LTSV on 03/12/2005.

A handful of Renault Kangoo cars have been used by LUL and the infracos since 2001 but no pictures had come to light until this week. The vehicle seen here parked at Leytonstone Station on 24th November 2005 carried the fleetnumber 5716, although this had already appeared on a Ford Transit Minibus. Two similar vehicles had arrived in October 2005 also with apparently incorrect fleetnumbers.

Comment by *Thomas Young* on 11/03/2007: Correct fleetnumber now known to be 5837R.



Photo 1089, by **Julian Bowden-Green collection**, added to LTSV on 22/12/2005.

Tower wagons were an essential part of the service vehicle fleet until the withdrawal of the last Trolleybus services in 1962. Many of these vehicles were rebuilt from former buses, including 728J which had started out as STL401. This served in its new incarnation for just over 10 years from December 1948.



Photo 1090, by **Julian Bowden-Green collection**, added to LTSV on 22/12/2005.

Seen during a race-event at Epsom Downs, 754P was an AEC Matador Master Breakdown Tender acquired from the War Department in 1948. 8 such vehicles were bought, most of which were just 3 years old at the time. Three lasted in service until the late-1970s but 754P was one of four sold in December 1956.



Photo 1091, by **Julian Bowden-Green**, added to LTSV on 22/12/2005.

Awaiting disposal at Chiswick Works in about 1976 is a vehicle with an interesting history. Ford Trader Tree Lopper 1245F was one of 5 bought in 1962 to replace a batch of ex-STLs. All were delivered in grey livery and four passed to the new London Country operation in January 1970. 1245F remained with LT and at some point was repainted to green, presumably due to its role. It was replaced by D-series 1935F in 1976 and sold in January 1977.



Photo 1092, by **Damon Cross**, added to LTSV on 22/12/2005.

5782F was a Ford Transit minibus new in 2005 and seen at Finchley Central Station on 3rd December 2005.



Photo 1093, by **Damon Cross**, added to LTSV on 22/12/2005.

At Griffith House on 3rd December 2005, the yard was host to Ford Transit Connect van 5765F in standard Tube Lines livery. Beyond that is an Iveco Daily dropside NX54LNC which is believed to be a contractor's or hire vehicle.



Photo 1094, by **Damon Cross**, added to LTSV on 22/12/2005.

A wide-angle thru-the-fence shot At Finchley Central Station on 3rd December 2005 shows new Ford Transit dropside 5787F with Tube Lines logos. Like similar recent deliveries, it has a mesh tail-lift rather than a solid one.



Photo 1095, by **Damon Cross**, added to LTSV on 22/12/2005.

This Mercedes-Benz tow truck was photographed at Victoria Bus Station on the evening of 3rd December 2005. Note the raised trailing axle. Later in the month London Buses logos and striping was applied.



Photo 1096, by **Thomas Young**, added to LTSV on 22/12/2005.

Eltham Bus Station is usually home to several of the Vauxhall Zafiras operated by London Buses. On 17th December 2005, 5572V was parked next to the central island, with hired Ford Transit van YH05TVE beyond.



Photo 1097, by **Thomas Young**, added to LTSV on 22/12/2005.

London Buses took delivery of a batch of Mercedes-Benz Sprinter vans in Autumn 2005, including 5796M seen against a low sun at Eltham Bus Station on 17th December that year.



Photo 1098, by **Thomas Young**, added to LTSV on 22/12/2005.

A further view of 5796M at Eltham Bus Station on 17th December 2005 shows the livery application to the rear, and the light-bar.



Photo 1099, by **David Rowe**, added to LTSV on 22/12/2005.

A surprise appearance in December 2005 was Mercedes-Benz tow-truck L100JMH in full London Buses livery. The exact details of its ownership are not yet known but it is believed to be operated by a contractor such as Sovereign. It was seen at Park Lane soon afterwards.



Photo 1100, by **David Rowe**, added to LTSV on 22/12/2005.

Renault Kangoos have featured in the LUL fleet since 2001, with a batch of four followed by three more in 2003/4. One of the latter was 5575R, liveried for Tube Lines and seen at Lillie Bridge in Winter 2005.



Photo 1101, by **Damon Cross**, added to LTSV on 25/12/2005.

Mercedes-Benz Vario 2574M was found passing through Walthamstow on 22nd December 2005. Given the location it could be presumed that this was based at Tottenham Hale at the time.



Photo 1102, by **Damon Cross**, added to LTSV on 25/12/2005.

We have not seen the back of one of the ERU Mercedes-Benz Vario box trucks before. Seen at Walthamstow on 22nd December 2005, 2574M shows off its Ratcliff tail-lift (plated for 1000kg) and roller shutter door.



Photo 1103, by **Damon Cross**, added to LTSV on 25/12/2005.

Another photo of Travel London Vauxhall Vivaro VE04ZRC parked behind a sick Dennis Trident, this time taken at Waterloo Station on 22nd December 2005. Note the spot-light and light-bar. Crew ferry Ford Transit minibuses can often also be seen at this location.



Photo 1104, by **James Mair**, added to LTSV on 25/12/2005.

Snow White and the seven Ford Transits! A view of the Griffith House yard in winter 2000 finds a collection of vehicles present. The white car is of interest as it is Ford Focus Estate T240KAB. This was apparently numbered 4837F, reusing a number that had been briefly used for a Ford Transit. However, all other T-reg vehicles were numbered from 4900 upwards, and the number 4937 was suspiciously missed! As my database is not very good at handling duplicates, I have called this 4937F for now. Sadly the photo does not provide proof either way. The Transits are a mix of low-roof and mid-height models. Note that the third from the right lacks the blue skirt and lettering and may have been a hire. Finally, the two red Mondeos are probably staff cars, although the reg of the one on the left suggests it was supplied by CDS. Other S-SNP regs appeared on numbered Escort and Fiesta cars.



Photo 1105, by **James Mair**, added to LTSV on 25/12/2005.

Ford Focus Estate 5111F could often be found parked on the South side of Harrow-on-the-Hill Station, and was used from August 2000 until October 2003. Here it is carrying rather more white than usual!



Photo 1106, by **Colin Smith**, added to LTSV on 01/01/2006.

Luton vans are very rare in the current service vehicle fleet. The only one in use in 2005 was 5519F, seen here in its regular parking space beside the railway at Acton Town in September 2005. This van replaced similarly bodied 4958F in 2003. Mobile Exhibition Unit 5494F also carries a Luton-type body with the addition of an extension over the cab.



Photo 1107, by **Colin Smith**, added to LTSV on 01/01/2006.

Ford Transit Connect T200L van 5771F was new in 2005 and was found near the Acton Museum Depot in November that year. It carries Tube Lines logos on standard LUL livery.



Photo 1108, by **Colin Smith**, added to LTSV on 01/01/2006.

Ford Transit 5772F features a crew-cab and plain dropside body. It was parked at Acton Town in November 2005.



Photo 1109, by **Colin Smith**, added to LTSV on 01/01/2006.

816F was a standard long-wheelbase Ford Transit van but unusually carried lettering for Transport for London Uniform Service. It was found in Popes Lane, Acton just before Christmas 2005. Note that all the lettering is blue.



Photo 1110, by **Colin Smith**, added to LTSV on 01/01/2006.

RE05DTZ was one of a number of VW Transporter vans delivered for use by London Buses in early 2005. First seen at Thornton Heath in May, it had still not had a fleetnumber applied when it was photographed again, this time in Charing Cross Road on 26th October. It had however received an Infrastructure Development sticker on the door.



Photo 1111, by **Les Wrangle**, added to LTSV on 22/01/2006.

Pictures of SVs from the early years of LCBS are rare so this view by Les Wrangle is particularly welcome. It shows Austin LD van 10A in Dunton Green Garage in the early 1970s carrying full NBC green livery. This van had started life as LT 1452AS in August 1966. It was sold to LCBS in November 1972, almost 2 years after the formation of the new company, this possibly explaining why it was given a number in LCBS's new SV series rather than retaining its LT stock number. Repainted green in October 1973, it was destined to only last a further 17 months.

Comment by *Routemaster37* on 11/02/2012: I had a serious accident in this vehicle in January 1975. Vehicle was written off and the engine went into a narrow boat.



Photo 1112, by **Les Wrangle**, added to LTSV on 22/01/2006.

To the casual observer or reader of ABCs, the numbering of LCBS's service vehicle fleet may have appeared slightly chaotic. The main series started at 1B but there were others numbered in the high 500s, quite a few between 1148 and 1415, and a handful of recovery trucks with letter prefixes instead of suffixes. The reasons for this were the vehicles and orders inherited from LT on the formation of the new company. This Ford D stores lorry was ordered by LT as its 1579F. By the time it was delivered to Reigate, this garage was controlled by the new company, and they took 1000 off the fleetnumber to make it 579F. Looking very much like an LT SV, the lorry was seen leaving its home garage sometime in the 1970s.



Photo 1113, by **Les Wrangle**, added to LTSV on 22/01/2006.

Bus stop renewal duties in the 1970s were often carried out using special trailer K1 and one of the Ford D articulated tractor units. 1684F of 1971 was a favourite for this role and was seen with K1 carrying a dead shelter outside Bromley Garage.



Photo 1114, by **Les Wrangle**, added to LTSV on 22/01/2006.

On its formation in 1970, LCBS inherited 4 of the 5 tree loppers then in the fleet. These were Ford Thames Traders, and all four retained their fleetnumbers and grey livery, while ironically LT's example was later repainted green! The four were often delicensed during the summer months and 1241F was based at Northfleet and Swanley. It was however seen inside Dunton Green Garage in company with trainer bus RT940.



Photo 1115, by **Les Wrangle**, added to LTSV on 22/01/2006.

Inspector's cars were introduced in the late-1960s, and were recognisable by their roof-mounted roundels. Each batch tended to be used for two years or less and in summer 1977 the sixth generation entered service. These were all Ford Escort Estates like 2049F seen here at its home base of North Street Garage, Romford.



Photo 1116, by **Les Wrangle**, added to LTSV on 22/01/2006.

London Country converted two RF buses into towing vehicles in January 1973, treating them to a rather dull grey and yellow livery. Both retained their bus fleetnumbers and RF647 was seen at its home garage of Windsor. A further conversion took place in 1978 but all three were withdrawn 1983.



Photo 1117, by **Les Wrangle**, added to LTSV on 22/01/2006.

Ford D550 lorry 1517F managed to see three decades, having been delivered in 1969 and withdrawn in 1981. For almost all of that time it worked from Parsons Green Depot on jobs such as this bus stop renewal at Green Street Green. Described as an open lorry in SUP15B, it would appear to be a normal dropside, and also features a crew-cab that was not listed.



Photo 1118, by **Thomas Young**, added to LTSV on 22/01/2006.

Is it just me or are many locations laid out such that photography in the winter is difficult! This was the best shot I could manage at Stratford Bus Station on January 20th 2006. It shows 5797M, one of the then-new Mercedes-Benz Sprinter vans used by LBSL. These carry a notably brighter shade of red than other LBSL vans like Ford Transit 5695F behind.



Photo 1119, by **James Mair**, added to LTSV on 22/01/2006.

Most of the Volkswagen Transporter vans leased over the past 15 years have been for use by LBL/LBSL and have carried either white or red liveries. A handful have been taken for LUL however, including one of the first, 4168VW, seen here at Griffith House in the company of Ford Escort van 4192F.



Photo 1120, by **James Mair**, added to LTSV on 22/01/2006.

To me the strangest thing about this Ford Transit van parked at Uxbridge Bus Station is not the curious rear chevrons or the tail-gate back door, but the number applied near the top. What is 6328?



Photo 1121, by **John Lloyd-Martin**, added to LTSV on 22/01/2006.

And now for something completely different! All bus companies need SVs and a few from non-London companies may be illustrated here out of interest. Seen at First Leeds' Cherry Row garage is DAF recovery truck 90075. This has been painted in the national standard livery of white, pink and purple (known universally as Barbie!) and is apparently used mainly for depot shunting. How many recovery trucks have pink jibs?!



Photo 1122, by **John Lloyd-Martin**, added to LTSV on 22/01/2006.

Another picture from Cherry Row in Leeds shows that even First do not manage to get their corporate colours on everything. Ford Transit van EJ04AZD carries a blue livery with red and yellow stripes. The lettering makes no mention of First (or even buses) although there is a small f-in-circle on the mirror.



Photo 1123, by **Alan Cross**, added to LTSV on 22/01/2006.

Albion KN127 dropside lorry 369A was new in March 1939 and was initially numbered AN38. It was listed as a lorry and trailer and indeed has a companion in this view taken at Uxbridge Station. Note however that this is not the same trailer that it was shown with in the Capital Transport SV book. Reproduced by kind permission of Alan Cross. Copyright.



Photo 1124, by **Alan Cross**, added to LTSV on 22/01/2006.

I have classed this vehicle as a Minibus, although the name was not used as such at the time. 1163F was a Ford Thames 400E Utilabrake with 12 seats, new in March 1961 and allocated to Whitechapel.

Reproduced by kind permission of Alan Cross. Copyright.



Photo 1125, by **David Rowe**, added to LTSV on 22/01/2006.

This futuristic looking vehicle may be an SV, or it may not! TfL took over certain road management functions upon its formation, and created the Streets division. Although some numbered SVs have been allocated to this, the majority of its vehicles are un-numbered and carry this white and orange livery, albeit now with roundels. This Toyota Prius was seen at Lambeth in Winter 2005. I can't help thinking it would look better in red!



Photo 1126, by **Keith Grimes**, added to LTSV on 11/02/2006.

Looking fit to reach its 15th birthday in a couple of months' time, Ford Super Cargo 2546F was seen in the City in January 2006 with DB01 on board. The demountable body is in fact older than the chassis, having been delivered in January 1990.



Photo 1127, by **Colin Lloyd**, added to LTSV on 11/02/2006.

At least two of these smart Ford Transit Connect Vans have been active since summer 2005 working for TfL street maintenance. Seen from behind they could easily be mistaken for council or contractors vans. The sides feature lettering (including fleetnumber) in blue. Camden Town, January 2006.

Photo 1128, by **Les Wrangle**, added to LTSV on 11/02/2006.

The yard alongside Victoria bus garage was often host to visitors, including service vehicles, trainer buses and long distance coaches. This typical 1980s view shows Bedford TL dropside 2271B taking a rest, perhaps while its crew make use of the canteen. The TL crew-cab was slightly odd, with a sloping roof and tapering sides with full-height rear doors.

Photo 1129, by **Les Wrangle**, added to LTSV on 11/02/2006.

A wintry scene at Green Street Green as a new shelter is unloaded from Ford DA1610 artic 1668F. The crew are not making use of the crane that this prime mover was fitted with, and had evidently travelled in Ford D550 1517F parked further down.

Photo 1130, by **Les Wrangle**, added to LTSV on 11/02/2006.

Keeping company with two Routemasters, a National and a pair of Green-Line Reliances, London Country 25F was seen inside Windsor Garage in the 1970s. This Ford D0910 dropside had been new in 1977 and was sold in 1984.

Photo 1131, by **Liam Doyle**, added to LTSV on 03/03/2006.

This vehicle looks set to become perhaps the most visible service vehicle in London. Although we are still uncertain of its ownership, Mercedes-Benz recovery truck L100JMH in London Buses livery has settled into its role and can often be found on stand-by at Hyde Park Corner. The application of chevrons to the rear-facing surfaces is quite neat.



Photo 1132, by **Damon Cross**, added to LTSV on 03/03/2006.

This side view of L100JMH at Victoria Bus Station in early 2006 accentuates the low-slung body, and also clearly shows the trailing axle which now seems to be left down semi-permanently.



Photo 1133, by **Thomas Young**, added to LTSV on 03/03/2006.

Very little of LUL's Lillie Bridge depot is visible to the public, either from trains or elsewhere. However, this small yard literally on top of the District line tracks can be seen from the Cromwell Road fly-over. Parked there on 22nd February 2006 were a variety of vans including 5353F (KE02YUW) nearest the camera. The other two mid-height vans are similarly numbered 5352F and 5354F, while the low-roof example is 5366F. It can just be seen that all these Transits have had offside windows added, a modification that has affected a growing number of similar vans. The step below the rear doors also appears to be a recent addition.

Beyond these are three of the smaller Transit Connect vans, including new 5858F in white and blue. The other pair were in an unmarked silver livery and the regs are believed to be KJ03OVK and KE05MFF. The status of these is unknown, although it is notable that both have small roof racks.



Photo 1134, by **Colin Lloyd**, added to LTSV on 03/03/2006.

This little van (or a very similar one) has been seen on a number of occasions passing through central London. Based on a Vauxhall Corsa it is number 71 in the First London ancillary vehicle fleet. The livery is thought to be red and yellow, despite the latter appearing more like white in this view taken at Trafalgar Square in February 2006.



Photo 1135, by **Keith Grimes**, added to LTSV on 03/03/2006.

Although a picture was included in SUP15B, this is the first time this truck has appeared here. Metroline K429RLR is a Mercedes-Benz 308D Dropside Truck bought in 1993. Later repainted in a smart red and blue livery, it was seen leaving Edgware Bus Station in February 2006. It is notable that several other Mercedes-Benz trucks in the K-RLR registration series were leased by LUL.



Photo 1136, by **Keith Grimes**, added to LTSV on 03/03/2006.

Now this is a little bit confusing! This Vauxhall Astra estate car seen at Golders Green in February 2006 carries a livery very like that of LUL. However, it is operated by bus company Thorpes, now of course part of Metroline. At least it was lettered!



Photo 1137, by **Keith Grimes**, added to LTSV on 03/03/2006.

With a large batch of new Mercedes-Benz Sprinter vans in the course of delivery to LBSL at the start of 2006, it seems likely that time is running out for the batch of Vauxhall Movanos dating from 2001. Still active in February 2006, 5208V has always been based in North West London, including Edgware, where it was photographed.



Photo 1138, by **Colin Lloyd**, added to LTSV on 03/03/2006.

Apart from the LBSL vehicles, the numbering of the leased fleet is very rarely on a batch basis, and types seem to be freely intermixed. However, six Ford Transit Minibuses for Metronet arrived in March 2005 and were numbered 5713-5718F. 5714F was caught as it rounded Trafalgar Square in February 2006.



Photo 1139, by **John Lloyd-Martin**, added to LTSV on 03/03/2006.

Until now, just two of the 15 Vauxhall Zafiras leased for LBSL in 2003 have not been illustrated on this site. One of this pair was 5564V, found parked on the ramp at Victoria Coach Station on 22nd February 2006. 5566V, also reportedly based at Victoria, remains camera-shy.



Photo 1140, by **John Lloyd-Martin**, added to LTSV on 03/03/2006.

February 2006 was not a pleasant month, with very low temperatures and grey skies. It also snowed a bit although the London area was suffering from water shortages. John visited Eltham Bus Station during a light flurry and found two of the regular cars present. Vauxhall Zafira 5571V had earlier been based at Kingston, while Ford Galaxy VO53SCZ (in the background) started life in central London.



Photo 1141, by **John Lloyd-Martin**, added to LTSV on 03/03/2006.

A telephoto shot of un-numbered Ford Galaxy VO53SCZ at Eltham Bus Station on 23rd February 2006 accentuates the sleek lines of this type. A far cry from the old Escorts and Chevettes.



Photo 1142, by **John Lloyd-Martin**, added to LTSV on 03/03/2006.

Also seen at Eltham on 23rd February 2006 was this Ford Galaxy belonging to Metrobus. GU05NHA was in an un-marked blue livery but had the company logo in the rear window. In the background can be seen a Metrobus Transit Connect van, and an Arriva minibus presumably in use as a crew ferry vehicle.



Photo 1143, by **John Lloyd-Martin**, added to LTSV on 03/03/2006.

Most of the large batch of vans acquired by Metrobus in 2003 carry this plain white livery with logos on front and rear. GY53CYJ is a Ford Transit Connect van which is allocated the number 9001, although this does not appear to be carried externally. Seen at Eltham Bus Station on February 23rd 2006.



Photo 1144, by **John Lloyd-Martin**, added to LTSV on 03/03/2006.

The weather at Turnpike Lane on 23rd February 2006 was little better than at Eltham. Sitting in the rain are a pair of LBSL vehicles that have not been extensively illustrated before. On the left is Ford Focus Estate 5293F new in 2002 and potentially due for replacement soon. This car was for a long time based at Stratford. On the right is Transit 5302F, of the same age but a longer-term local resident.



Photo 1145, by **John Lloyd-Martin**, added to LTSV on 03/03/2006.

Un-numbered LBSL VW Golf Estate GJ54KTG can usually be found at Finsbury Park Bus Station, often in the company of Vauxhall Zafira 5565V, as here on 23rd February 2006. The Golfs are notable for carrying chevron rears, a feature more normally found on vans.



Photo 1146, by **John Lloyd-Martin**, added to LTSV on 03/03/2006.

With the network of roadside ticket machines now well established in central London, the number of Almex vehicles seen attending to them seems to have decreased. However, John found this example at Euston Station on 23rd February 2006. Like many such vehicles, the only indication of its operator is a paper in the rear window.

Comment by *Ray* on 06/03/2006: FV04YBZ is another such vehicle (seen Old Kent Road 06/03/2006).

Comment by *Kim Rennie* on 18/03/2006: Many Almex silver cars carried the London Buses roundel in red on their front doors for a while but these were later removed, perhaps due to copyright issues?

Comment by *Ray* on 21/03/2006: AV03 XZY is another Ford and BL55 APF is a new Vauxhall Astra. Both at New Cross Gate 21/3/06.

Comment by *Ray* on 22/03/2006: BL55 APF at Waterloo today (22/3/06).



Photo 1147, by **John Lloyd-Martin**, added to LTSV on 03/03/2006.

One of the newest lorries in the owned fleet is 2580M, a Mercedes-Benz Atego articulated tractor unit. Like most other large lorries, this carries Tube Lines logos on standard white and blue livery. On 22nd February 2006 it was found in the lorry yard at Acton Works, coupled to one of the Crane Fruehauf dropside trailers dating from 1984. These were designed for use with smaller tractors, hence the slight height difference. Alongside is 2551M, the only 3-axle tractor unit in the fleet, based on a Mercedes-Benz 2534LS.

With permission of Tube Lines.



Photo 1148, by **John Lloyd-Martin**, added to LTSV on 03/03/2006.

At the East end of the lorry yard at Acton Works, a couple of small trailers can often be seen. Those present on 22nd February 2006 were T61 and T70, both built by Indespension. T61 is a Challenger car transporter with winch, while T70 is a mini fuel tanker and carries full Tube Lines livery. The District and Piccadilly lines run immediately beyond the wire fence. With permission of Tube Lines.



Photo 1149, by **John Lloyd-Martin**, added to LTSV on 03/03/2006.

There aren't very many locations where you can see LUL and LBSL service vehicles together, and this example was more by chance than anything. VW LT minibus 5281VW was taking a break from its duties at Aldgate Bus Station to have its front nearside wheel attended to. Work such as this is sometimes carried out at the garage on Bollo Lane, close to Acton Town station. In the background is Metronet Ford Transit Minibus 5715F. 22nd February 2006. Please note this is not a prototype for a planned fleet of 3-wheeled minibuses!



Photo 1150, by **John Lloyd-Martin**, added to LTSV on 03/03/2006.

An addition to the ERU fleet in Autumn 2005 was 5862F (KJ55WNY). Based on the 115 T350 High-Roof Extended-Length Transit, this carried white and red livery and featured a tail-lift below the rear doors. It was photographed at the ERU depot within Acton works on 22nd February 2006, flanked by Mercedes-Benz 2574M and Volvo demountable 2566V. With permission of Tube Lines.



Photo 1151, by **James Mair**, added to LTSV on 15/03/2006.

New in May 1998, Vauxhall Astra estate 4818B was one of the last vehicles for LBSL to carry the overall white livery, deliveries later in the year reverting to red. It also shows the fairly common practice of omitting fleet number suffixes, although in this case it may have been due to the confusion over Bedford having rebranded their light commercial vehicles as Vauxhalls. Many Vauxhalls continued to carry the B suffix however. The car was seen leaving Holloway Bus Garage after an open day.



Photo 1152, by **James Mair**, added to LTSV on 15/03/2006.

Catching the last rays of sunshine outside Stanmore underground station, this Ford Transit van is notable for two aspects. Firstly it is of the comparatively rare combination of mid-height and short-wheelbase. Secondly, the cab-side lettering is rather more copious than usual. It reads; London Underground Limited, UTS Contract unit, Signal, electrical & communications services.



Photo 1153, by **James Mair**, added to LTSV on 15/03/2006.

Little and large at Edgware Bus Station, as resident Ford Fiesta car 4882F is accompanied by ERU Volvo demountable 2570V. Both vehicles entered service in late 1998.



Photo 1154, by **Les Wrangle**, added to LTSV on 15/03/2006.

Another early LCBS gem from Les shows Austin J4 van 4A passing Reigate Garage. New in 1972, 4A lasted until 1978, although from 1977 onwards it shared the fleetnumber with Bedford HA van 4B. The livery was not known when SUP15B was compiled, although it now appears that most of LCBS's early SVs were in grey.



Photo 1155, by **Les Wrangle**, added to LTSV on 15/03/2006.

Les's collection of SV pictures includes a number of previously unseen LCBS vehicles, such as this view of AEC Matador Breakdown Tender 582J. Taken in Woldingham in the late 1970s, the Reigate-based vehicle was towing a recalcitrant Green Line Leyland National.

Comment by *aecsouthall* on 28/06/2008: One of my favourite photos on the site! You all probably know this Matador was originally based at AEC's Service Centre at Southall Works before LCBS acquired it.



Photo 1156, by **Julian Bowden-Green collection**, added to LTSV on 15/03/2006.

The small publicity department office at Stockwell Garage was often host to a number of their vans, such as on this occasion in the early 1970s. Ford Escort 1822F was new in July 1973 and gave four years' service.



Photo 1157, by **Julian Bowden-Green** collection, added to LTSV on 15/03/2006.

Stockwell Garage was a major maintenance base for the service vehicle fleet and many unusual types could be seen visiting from time to time. A good example is this view of Bedford TK flatbed 1866B, taken probably in the late 1970s. This vehicle was unlike most other SVs in being a six-wheeler, and a flatbed. It was also one of very few lorries acquired second hand, being bought in 1974 specifically for driver training duties. As such, it was normally to be found in Chiswick works.



Photo 1158, by **Julian Bowden-Green**, added to LTSV on 15/03/2006.

The nine Ford Thames Trader towing lorries bought in the early 1960s soldiered on until 1977 (or 1979 in one case), when they were replaced by two batches of shorter Ford D lorries. 1240F had been based at Hammersmith, Hounslow and Tottenham, and was delicensed in February 1977. However, it was not sold for a further 7 months, and was photographed at Chiswick works awaiting its fate in July. Unusually for a grey vehicle, the fleetnumber appears to have been applied with white transfers.



Photo 1159, by **Alan B Cross**, added to LTSV on 15/03/2006.

Albion LP37 Rail Carrier 138A was 19 years old when photographed at Bowles Road in February 1952. However, it was destined to be withdrawn and sold later that year as the tram network that it serviced was closed down. A picture of sister vehicle 137A in as-delivered condition appeared in the Capital Transport book on LT SVs. Comparing the two, the main changes appear to be the removal of the front bumper and bulb horn. The step-board and crane are as original. Reproduced by kind permission of Alan Cross. Copyright.



Photo 1160, by **Alan B Cross**, added to LTSV on 15/03/2006.

Despite 182C being lettered for the Works Manager, Aldenham Works in this view dated August 1949, most visitors to this site should recognise the location as being the main entrance to Chiswick Works, now very much changed! 182C was one of the large batch of Leyland Cub lorries delivered in 1936, and was bodied as an open bolster lorry. Several originally bore fleetnumbers in series with the Cubs used as buses but with the addition of an L suffix, 182C having been C101L. This lorry was also illustrated in the Capital Transport service vehicle book, when it was factory-fresh. Comparing the two photos, life-guards have been added within the wheelbase, together with a bar across the radiator and some sort of framework on the cab roof. Any suggestions for what this might be? Reproduced by kind permission of Alan Cross. Copyright.



Photo 1161, by **Alan B Cross**, added to LTSV on 15/03/2006.

253M (originally M84) was one of 29 Morris S2 10-cwt vans delivered in green livery in 1936. All were based at bus garages, in the case of 253M known allocations being Putney and Elmers End. It was evidently working from the former when photographed.

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Photo 1162, by **Damon Cross**, added to LTSV on 15/03/2006.

At the Chiswick Works open day in July 1983, a variety of service vehicles was put on display, including Ford Cargo 2381F and Dodge Commando 2387D. Both had been new earlier that year, and both were destined to last until 1993, at least the Ford being treated to the later white and blue livery.



Photo 1163, by **Damon Cross**, added to LTSV on 15/03/2006.

Another vehicle on show at the July 1983 Chiswick Works open day was former 1081Q, an AEC Mercury pole carrier, seen displayed on the ramps of one of the step-frame trailers. 1081Q was recorded as being sold to the London Trolleybus Preservation Society in 1976 but has not been heard of recently.

Comment by *colin the doc* on 26/08/2009: This vehicle was seen recently in a barn in Kent alongside TXV907 tower wagon i cannot say where in Kent.

Comment by *Damon* on 07/09/2009: A Mercury Pole-carrier (presumably this one?) is once more for sale in the latest edition of "Bus and Coach Preservation" magazine. It can be yours if you write out a Czech for £2,750. A worthwhile use for some of the 1037J, I mean RT1-appeal money methinkscue the abuse.

Comment by *Jonathan Bale* on 09/09/2009: Damon, I agree, I would much rather money from the RT1 appeal be used for this. Why should Cobham be put over a barrel to bail out a bloke who decided to rebuild RT1 then decides unless Cobham pay up he'll send it to the USA? Let him, they won't get a penny from me towards RT1's saving.



Photo 1164, by **Damon Cross**, added to LTSV on 15/03/2006.

Seen in the yard of Griffith House on 3rd December 2005 was YD04CJU, one of two un-numbered high-roof crew vans used in a white livery by Tube Lines since Autumn 2004. Beyond that can be seen 3 Ford Transit dropside trucks, with the recent change to mesh-floored tail-lifts being evident on 5703F on the right.



Photo 1165, by **Damon Cross**, added to LTSV on 15/03/2006.

5318V, the Edgware Road Station Duty Manager's Vauxhall Zafira, is no stranger to this site. However, this is the first time the rear end has been illustrated! Later cars in this livery had chevrons on the back.



Photo 1166, by **Damon Cross**, added to LTSV on 15/03/2006.

For those of you uncertain how a demountable lorry works, this picture says it all! Taken at the Ruislip Depot open day in 1990, it shows brand-new Mercedes-Benz 2491M and one of the Locomotors ERU bodies. 2491M was displaced to general duties by the arrival of 5 new Volvo chassis in 1998, while the body was repainted for use with these.



Photo 1167, by **Damon Cross**, added to LTSV on 15/03/2006.

Another picture taken at the Ruislip Depot open day in 1990 shows what is most likely to be A723LNW. This was a Mercedes-Benz Unimog road/rail lorry and trailer new in 1982 and used for leaf-clearing duties. The two sections were numbered TMM774 and TMM775 respectively, this being the series used for track maintenance machines that also featured tempers. The unit was reported to be out of use by 1997 and its fate is not known.

Photo 1168, by **Damon Cross**, added to LTSV on 15/03/2006.

The AEC Swift and Merlin buses bought by London Transport had comparatively short lives in their original role, although a few were retained for other duties. SMD91 was one of these, being converted in 1978 into a mobile classroom and video bus. It was given a smart red and white livery and officially renumbered STB91. Despite this, it did not see a great deal of use and was sold in the early 1990s, fortunately into preservation. It is seen here being rallied with a most unusual blind fitted, the D14 being one of the minibus routes run by Docklands Transit.

Comment by *Damon* on 17/03/2006: This was taken at the Sevenoaks bus rally and running day on 8th August 1993. The chap who owns this vehicle had a habit of displaying bizarre blinds on this vehicle at the time.

Comment by *rtwbus* on 13/07/2012: Not only blinds. The AEC triangle is non-original.

Photo 1169, by **Damon Cross**, added to LTSV on 15/03/2006.

5795M was one of the first of a large batch of LPG-fuelled Mercedes-Benz Sprinter vans leased for use by London Buses in 2005/2006, and was often to be seen in the Victoria area. On 17th October 2005 it was found parked in the layby alongside the bus station.

Photo 1170, by **Damon Cross**, added to LTSV on 15/03/2006.

One of the vehicles seen at Stagecoach's Stratford Bus Garage on the occasion of the open day at nearby Waterden Road was Ford Escort 90535. Not previously recorded is the fact that this was a saloon rather than an estate, the latter being much more common as SVs. 90535 was out of use by early 2006.



Photo 1171, by **Colin Lloyd**, added to LTSV on 15/03/2006.

5804M was one of several Mercedes-Benz Sprinter vans seen at Acton works in late February 2006. By 3rd March it had arrived at Turnpike Lane Bus Station, where it was parked alongside Ford Transit 5580F. The slightly brighter shade of red carried by the new vans is evident.



Photo 1172, by **Colin Lloyd**, added to LTSV on 15/03/2006.

Also newly delivered to Turnpike Lane on 3rd March 2006 was Mercedes-Benz Sprinter 5811M.



Photo 1173, by **John Lloyd-Martin**, added to LTSV on 15/03/2006.

Present at Acton Works on 22nd February 2006 were a number of newly arrived Mercedes-Benz Sprinter vans, and one on its way out. 5400M had for some time been based at Edgware Road Station, where it carried emergency striping on its bonnet. As seen here, the rear was in standard livery. The side lettering had already been removed.
With permission of Tube Lines.

Comment by *Kim Rennie* on 18/03/2006: Perhaps more interesting is the vehicle to the left, which looks like the BTP's former London area control vehicle N999BTP (not its original reg.) and was based I believe in the old LT Vanden Street private car garage near 55 Broadway. Presumably it's been replaced by a more modern vehicle as part of the response to 7/7. Whilst it cannot it anyway be classed as an LT/TfL service vehicle, it does show that the procurement relationship forged in the days of the LT Police continues to this day.

Comment by *John Lloyd-Martin* on 18/03/2006: The neighbouring vehicle was N999BTP as suggested, and is apparently soon to be disposed of, although the 'cherished' registration mark will be retained, presumably for future use.

Comment by *Thomas Young* on 25/05/2007: Reg N999BTP has indeed resurfaced, and its new parent can just be seen in photo 1589.



Photo 1174, by **John Lloyd-Martin**, added to LTSV on 15/03/2006.

Among several new Mercedes-Benz Sprinter vans destined for LBSL that were seen at Acton Works on 22nd February 2006, 5803M and 5804M were parked in the lorry yard. Within weeks the latter was to be found at Turnpike Lane Bus Station. With permission of Tube Lines.



Photo 1175, by **John Lloyd-Martin**, added to LTSV on 15/03/2006.

The use of demountable bodies is an important aspect of the modern service vehicle fleet, but they are rarely seen on their own. As this picture shows, all are fitted with retractable legs making them free-standing. The lorry chassis are then simply driven underneath. This view at Acton Works on 22nd February 2006 shows three 'naked' bodies. On the left is DB24 built by Feltham Coachworks in 1996. Although the newest body in the fleet, it sees little use, as evidenced by its condition and out-dated lettering. It is also larger than most demountables and is believed to only be suitable for carrying by Ivecos 2554F and 2555F. In the centre is DB13 built by Locomotors. Although apparently delivered as a dropside, it had by then become a flatbed. On the right is DB20, again by Feltham but to the more normal size, and fitted with a door on the nearside. With permission of Tube Lines.



Photo 1176, by **John Lloyd-Martin**, added to LTSV on 15/03/2006.

Seen in the lorry yard at Acton Works on 22nd February 2006 was the then newest trailer in the fleet; T74 built by Cartwright in 2002. This had recently been fitted with metal 'rails' to enable it to carry tube train bogies. With permission of Tube Lines.



Photo 1177, by **John Lloyd-Martin**, added to LTSV on 15/03/2006.

At least three of the demountable bodies built by Locomotors in 1993 have this combination of dropsides and a small crew compartment. This picture shows DB18 mounted on Mercedes-Benz 2509M in the lorry yard at Acton Works on 22nd February 2006. The side-hinged rear doors of the body are designed to clear a tail-lift, and it would appear that this lorry does have a fold-under lift fitted. A slightly odd aspect of this lorry is that what looks like a wheelarch on the body does not line up with the wheels. It is also mysterious why a blue skirt is not applied to the crew compartment. Note that the grey panel above the rear doors is in fact the headboard of crane-equipped Mercedes-Benz flatbed 2553M alongside. With permission of Tube Lines.



Photo 1178, by **John Lloyd-Martin**, added to LTSV on 15/03/2006.

A pair of new Mercedes-Benz Atego articulated tractor units was bought in 2002, seeing off the last of the smaller MB 1520 lorries. 2580M was photographed in the lorry yard at Acton Works on 22nd February 2006, showing off its relatively long wheelbase and couplings.
With permission of Tube Lines.



Photo 1179, by **John Lloyd-Martin**, added to LTSV on 15/03/2006.

Several more new Mercedes-Benz Sprinter vans were parked in the stub road to the south of the railway line at Acton Works on 22nd February 2006. Nearest the camera is 5809M in full livery, while 5806M and 5807M beyond were awaiting the application of logos and striping.
With permission of Tube Lines.



Photo 1180, by **John Lloyd-Martin**, added to LTSV on 15/03/2006.

This picture of the lorry yard at Acton Works taken from a passing train on 22nd February 2006 has been included specifically as it includes un-numbered lorry X278VWT. This Iveco dustcart has been operated since March 2003 and is the yellow-cabbed vehicle towards the right. To the left of this was a contractor's Iveco Daily van with a yellow, roof-mounted access lift, whilst nearest the camera is Mercedes-Benz demountable 2537M with body DB12. Most of the other vehicles have already been illustrated elsewhere.



Photo 1181, by **John Lloyd-Martin**, added to LTSV on 15/03/2006.

Vehicles in the lorry yard at Acton Works are always parked towards the railway lines, so there is no ideal way to photograph them! However, rear views can be just as interesting. This picture taken on 22nd February 2006 shows two Mercedes-Benz lorries. 2556M on the left was a mini dustcart new in 1996, while 2487M on the right dates from 1990. The latter was new as a dropside in red livery, but now operates as a flatbed. At 16 years old and with new emissions regulations due to be enforced in the future, lorries such as this are just about due for replacement. The red object to the left in this view is a large trailer used to transport a tube train mock-up, although being outsized it is not often used. To the right is Iveco EuroTech flatbed 2565F, recognisable by its sleeper cab.
With permission of Tube Lines.



Photo 1182, by **John Lloyd-Martin**, added to LTSV on 15/03/2006.

On a return visit to London on 7th March 2006, John photographed Ford Transit van 5457F at West Kensington Station. This location is adjacent to Lillie Bridge depot and the allocation codes on this site are combined because of this.



Photo 1183, by **John Lloyd-Martin**, added to LTSV on 15/03/2006.

In the rain at Lillie Bridge on 7th March 2006, Ford Transit dropside 5398F has a silver Ford Ranger for company. The latter is believed to be 5653F although this is not confirmed. The hard-top fitted to this appears to include side windows, a feature not seen before.

Comment by *John Lloyd-Martin* on 24/03/2006: Confirmed as 5653F on 22.03.06.



Photo 1184, by **Kim Rennie**, added to LTSV on 15/03/2006.

Some of the LBSL vans appear to be based at the driver's homes rather than bus stations. VW Transporter 5668VW was photographed in Bow in March 2006.



Photo 1185, by **Tubetroll**, added to LTSV on 15/03/2006.

In a rare moment of sunshine, this view of the lorry yard at Acton Works on 13th March 2006 shows yet more Mercedes-Benz Sprinters ready for delivery to LBSL. On the left is BN55DXR, believed to be numbered 5801M but not yet confirmed. On the right is Vauxhall Movano 5210V, which was presumably there for 'decommissioning' following replacement.



Photo 1186, by **Ray Monk**, added to LTSV on 23/03/2006.

Metrobus service vehicles are regular visitors to Eltham Bus Station as in this view of Ford Transit Crew Van GV53RJJ on 14th March 2006. Although this is officially allocated the fleet number 8004, the only number carried is a small 4 in the windscreen. The notice behind the tax disc reads 'Spare Ferry Bus'.



Photo 1187, by **Ray Monk**, added to LTSV on 23/03/2006.

Also presumably used as crew ferry vehicles by Metrobus are a number of Ford Galaxy estate cars. This is 8914 GU54BJY, seen at Eltham Bus Station in March 2006. From this angle it is hard to tell if the livery is black or dark blue. Or is it dark green?!



Photo 1188, by **Ray Monk**, added to LTSV on 23/03/2006.

This good view of Metrobus crew ferry van 8002 clearly shows the second row of seats fitted. Taken at Eltham Bus Station on 20th March 2006.



Photo 1189, by **Ray Monk**, added to LTSV on 23/03/2006.

This photo taken at Eltham Bus Station on 20th March 2006 is more interesting than it first appears. The van in the foreground is Y732KAE, thought to be working from Arriva Kent Thameside's Dartford Depot. Most small vans used by Arriva are Vauxhall Combos. In the background is one of Metrobus's Ford Transit Connect vans. What caught my eye was the bus. Is it Stagecoach or Arriva?! The truth is that Arriva had taken over the contract for route 162 the weekend before and was awaiting delivery of new buses. In the meantime, they were hiring vehicles from Stagecoach, the previous operator of the route, who strangely enough had a few buses spare!



Photo 1190, by **Ray Monk**, added to LTSV on 23/03/2006.

This picture taken at Eltham Bus Station on 16th March 2006 shows Volkswagen Transporter van 5668VW parked alongside Vauxhall Zafira 5573V. It has been included as it shows how fluid the allocation of LBSL vehicles can be, 5668VW having been seen at Turnpike Lane, Aldgate, Bow and London Bridge in the preceding months.



Photo 1191, by **Keith Grimes**, added to LTSV on 23/03/2006.

While some LBSL vans move around, others tend to stay put, a good example being 5578F seen here leaving Cromwell Road Bus Station in Kingston on 18th March 2006. Since delivery in October 2003, this has been based nowhere else.



Photo 1192, by **John Lloyd-Martin**, added to LTSV on 23/03/2006.

On another visit to London on 22nd March 2006, John bagged the first 06 reg SV prize with this smart view of Tube Lines 5922F leaving Acton Works. Whether this was based there or on delivery to another location is not yet known.



Photo 1193, by **John Lloyd-Martin**, added to LTSV on 23/03/2006.

Having added a picture of the rear of Zafira 5318V at Edgware Road Station earlier this month, we now see what may be its replacement, in the same location on 22nd March 2006. 5912V is based on the new model Zafira, and carries LUL livery with ERU side stripes and rear chevrons.



Photo 1194, by **John Lloyd-Martin**, added to LTSV on 25/03/2006.

Seen about to turn into Acton Works on Wednesday 22nd March 2006 is Mercedes-Benz 1114 demountable truck 2509M. The body carried is one of the dropsides with crew compartments, probably still DB18 with which it had been seen the previous month.



Photo 1195, by **John Lloyd-Martin**, added to LTSV on 25/03/2006.

A vehicle that has not previously been seen on this site is 2523F, a Ford-Iveco Super Cargo dropside lorry dating from 1993. It was caught entering Acton Works on 22nd March 2006, showing the 3-step cab entrance which distinguishes the 17-tonne variant of this design.



Photo 1196, by **John Lloyd-Martin**, added to LTSV on 25/03/2006.

The Mercedes-Benz 1520 artic was used by LUL as its smaller cab made access to certain premises easier. Four were bought in 1993 which were all replaced by 2002. Another example had arrived in 1995 and this was still working when seen making the turn out of Acton Works into Bollo Lane on 22nd March 2006. It was coupled to Crane-Fruehauf dropside trailer CT34 which was looking good for its 22 years age.



Photo 1197, by **John Lloyd-Martin**, added to LTSV on 25/03/2006.

Murphy's law dictated that this would be caught side-on, as it turned out it would have been very useful to see the registration number! This Ford Transit van seen leaving Acton Works on 22nd March 2006 is clearly (at least in the original) carrying the number 5664F. However, as we all know, 5664F is allocated to a red Transit minibus used by LBSL Passenger Data. So what is this? Perhaps KC04YJV, reported as un-numbered.

Comment by *John Lloyd-Martin* on 25/03/2006: As per my Forum comments of earlier today, I am now virtually certain this is KC04YJV



Photo 1198, by **John Lloyd-Martin**, added to LTSV on 25/03/2006.

This superb view taken on Bollo Lane on 22nd March 2006 sees oldest-surviving service vehicle 2474M with even older trailer CT36 turning into the Acton Works entrance. The condition of the vehicles is a credit to the Distribution Services team.



Photo 1199, by **John Lloyd-Martin**, added to LTSV on 25/03/2006.

The three Mercedes-Benz Actros artic trucks bought for LUL use in 1998 have large cabs with a sleeping compartment and are often used on long hauls to component suppliers across the country and abroad. They are however unable to access some of the smaller facilities used by LUL. No problem at Acton though as 2561M and Weightlifter 3-axle flatbed trailer T52 make the turn from Bollo Lane on 22nd March 2006.



Photo 1200, by **Colin Lloyd**, added to LTSV on 25/03/2006.

A batch of at least 20 LPG-fuelled Mercedes-Benz Sprinter vans entered service for LBSL in early 2006. 5798M has been seen in inner north London, although its base is not known. On 13th March 2006 it was captured passing CentrePoint in the West End.



Photo 1201, by **Colin Lloyd**, added to LTSV on 25/03/2006.

London General took two Ford Transit T280 vans in 2002 for use as engineering runabouts. GD02FKY was based at Merton and had not been photographed until Colin caught it at Tooting Broadway on 22nd March 2006. The smart livery includes the logo of London General's owner, Go-Ahead.



Photo 1202, by **Colin Lloyd**, added to LTSV on 25/03/2006.

Iveco-Ford demountable 2546F was paying a visit to Morden Station on 22nd March 2006. The body is thought to be Locomotors Permanent Way Box DB1. It must be quite a climb to get into the crew compartment!



Photo 1203, by **Ray Monk**, added to LTSV on 25/03/2006.

An elusive SV has been East Thames Buses LDV Convoy van S356RDP, often seen from passing trains at Lewisham Bus Station but un-photographed until now. Ray did the honours on 24th March 2006, when it was parked next to one of East Thames' VWL buses. The livery of the van appears to include the remains of some striping (rather like the orange squares applied to LBSL SVs), perhaps from its former operator.

Photo 1204, by **Ray Monk**, added to LTSV on 25/03/2006.

The London Dial-a-Ride operations and East Thames Buses are closely related, both being owned by London Buses. A result of this is that the latter use redundant Mercedes-Benz minibuses from the former as crew vehicles. A recent addition found at Eltham Bus Station on 24th March 2006 was L639XLC numbered E114. Previous transfers were renumbered E101, E104 and E105 (and were repainted white), while this one has had its original number (D114) reprefixed. It also retains its dial-a-ride red livery, with the lettering still visible on the bonnet and roof.

Photo 1205, by **Ray Monk**, added to LTSV on 25/03/2006.

This picture again raises the question of when is an SV not an SV. However, as this unmarked Ford Focus car is listed on the Metrobus web site as being their 8921 it is clearly eligible. Seen at Eltham Bus Station on 24th March 2006, another clue was the notice in the windscreen, which read 'Metrobus Crew vehicle Assistant Operating Manager, Godstone'.

Photo 1206, by **Ray Monk**, added to LTSV on 25/03/2006.

Over a year after they first appeared, we still do not have full details of the batch of high-roof VW Transporter vans leased for use by LBSL and numbered in the 5668VW to 5678VW range. With a few exceptions they have proved elusive. 5670VW has been seen in South East London, and on 24th March it was found parked at Eltham Bus Station. Note the high-vis markings applied to the mirrors, presumably in an attempt to avoid whackings.

Photo 1207, by **Colin Lloyd**, added to LTSV on 25/03/2006.

Seeing John's recent picture of Mercedes-Benz 1520 artic 2552M reminded me that I had not yet shown all of the previous batch of such vehicles. The missing link was 2527M, delivered in February 1993 and prematurely withdrawn just over 4 years later. On a visit to Acton Works on 2nd April 1993, Colin found the still-new vehicle coupled to Crane-Fruehauf trailer CT34. Ironically this is the same trailer as in John's picture of 2552M taken almost 13 years later. The LUL Support Services lettering had not yet been applied to the headboard.



Photo 1208, by **John Lloyd-Martin**, added to LTSV on 25/03/2006.

5810M was new in early 2006 and was found parked at Victoria Coach Station on 22nd March.



Photo 1209, by **Damon Cross**, added to LTSV on 01/04/2006.

An appropriate picture for April Fool's Day. NER790R is one of several preserved lorries and vans masquerading as service vehicles. This AEC Marshal 6-wheel recovery truck carries red livery with an early 1970s roundel and lettering referring to Mortlake Garage. The real 1990(F) was a Ford D1110 towing lorry based at Southall and later Merton.

Comment by *Damon* on 25/12/2012: 9th April 1995. The Cobham Bus Museum do at Apps Court, Walton-on-Thames.



Photo 1210, by **Alan B Cross**, added to LTSV on 01/04/2006.

Stage 1 of the Trolleybus replacement programme was introduced on 3rd March 1959, affecting Bexleyheath and Carshalton depots. On the same day, AEC Mercury tower wagon 76Q was photographed possibly working on the removal of the overhead. The location is thought to be West Croydon. Reproduced by kind permission of Alan Cross. Copyright.

Comment by *Ray* on 17/01/2009: The RT is now preserved (was at Cobham).



Photo 1211, by **Alan B Cross**, added to LTSV on 01/04/2006.

Four of these Karrier Tramway breakdown tenders were delivered in 1930, joining two received in 1929. Initially numbered 89-94 in the tramway series, the six were later renumbered 173-178K and were also given pneumatic tyres. In this February 1950 view of 175K at an unrecognisable Elephant and Castle, it will be noted that the original oil lamps are still fitted to the front of the cab. These were replaced by electric units on at least 176K. All were withdrawn when the tram system closed in 1952.

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Photo 1212, by **Julian Bowden-Green collection**, added to LTSV on 01/04/2006.

An extensive rebuild in the late 1930s transformed four LS-class buses into 9-ton breakdown tenders. 222U was seen at its home base of Camberwell, the white edging to the bottom indicating that the picture was taken during or shortly after WWII. Note the chains fitted to the rear wheels.



Photo 1213, by **Alan B Cross**, added to LTSV on 01/04/2006.

Many Morris EA trucks and vans were delivered in the 1930s, but 305M (originally M109) was unique in being a route survey vehicle. The structure on the roof was used to check the clearance around obstacles for double-deck buses, although it may here be being used as a radio aerial, this view most likely been taken at an Epsom Derby event. Note that parked in front is JXC384, one of 23 BSA motorcycles bought by London Transport in about 1948. Reproduced by kind permission of Alan Cross. Copyright.



Photo 1214, by **Julian Bowden-Green collection**, added to LTSV on 01/04/2006.

This chunky vehicle seen at Putney is AEC Matador 1000-gallon gully emptier 411P new in 1939. One of three such vehicles, the other pair differed in having square tanks rather than round. The tank on 411P was fitted to replacement vehicle 1041Q in 1957.



Photo 1215, by **Bob Martin**, added to LTSV on 01/04/2006.

Seen in Maida Vale in about 1961, Ford Thames E83W van 770F is evidently no longer operated by London Transport! Its new owners have added a side window and their own 'livery'.



Photo 1216, by **Damon Cross**, added to LTSV on 01/04/2006.

We have probably all seen this vehicle many times, but how many of us have 'gone round the back'? Damon is a conscientious photographer and several of his results are included on this site. This is of course AEC Regent breakdown tender 832J, converted from STL162.



Photo 1217, by **Julian Bowden-Green collection**, added to LTSV on 01/04/2006.

Another rear-end shot shows AEC Renown bus shelter carrier 921LT in action. This vehicle was originally bus LT951, rebuilt as a bus chassis frame carrier in 1948, then to the role shown above in 1952. For lightweight shelters such as this one, manpower alone was used for the unloading.



Photo 1218, by **Julian Bowden-Green collection**, added to LTSV on 01/04/2006.

This picture, probably taken in West Ham Garage some time during the 1970s, shows AEC Regent mobile instruction bus 1037J parked out of use. The complicated history of this vehicles chassis and body are explained in the Capital Transport service vehicle book.



Photo 1219, by **J Cowdery (J Bowden-Green collection)**, added to LTSV on 01/04/2006.

This picture (which appeared in the original SUP15 book) shows Ford Thames 100E van 1100F taking a rest at Crystal Palace in August 1960. Note that no allocation board is carried on the cab door.



Photo 1220, by **Damon Cross**, added to LTSV on 01/04/2006.

Damon goes around the back again to capture this view of preserved Leyland PD3 railway breakdown tender 1279LD.



Photo 1221, by **Julian Bowden-Green collection**, added to LTSV on 01/04/2006.

Ford Thames Trader 1347F had been new in November 1964, but ran on trade plates until 1970. It was then given a slightly deceptive H suffix registration. Although allocated to Cricklewood, the location is believed to be Willesden Garage (this being the destination of the RM in the background).



Photo 1222, by **Damon Cross**, added to LTSV on 01/04/2006.

With thanks once again to Damon Cross, we are now able to show the business end of one of the mighty Militants. 1457MR was being rallied by Blue Triangle in 1995, and carried the registration Q888FLE.



Photo 1223, by **Julian Bowden-Green collection**, added to LTSV on 01/04/2006.

This picture of early Ford Transit LWB van 1541F in the gloom of Shepherds Bush Garage in the early 1970s has been included as it very clearly shows the green roof applied to some grey-liveried vans and lorries at this time. 1541F was based at Griffith House for use by the Lifts and Escalators department.



Photo 1224, by **Julian Bowden-Green**, added to LTSV on 01/04/2006.

The parcels van version of the Ford Transit was particularly rare as a service vehicle, only five delivered in 1971 being known of. Of these, 1631F was caught leaving its home base of Chiswick Works on 13th June 1978. Note that it still carries the green roof variant of the grey livery that was used in the early 1970s.



Photo 1225, by **Julian Bowden-Green collection**, added to LTSV on 01/04/2006.

Snuggling up to some RT and DMS buses at its home garage of Camberwell, Ford Escort van 1704F was new in August 1971. Escort and similar sized vans delivered from the next year carried red livery instead of the grey seen here.

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



Photo 1226, by **Julian Bowden-Green**, added to LTSV on 01/04/2006.

Ford Escort estate 1889F was used by the Design and Special Projects groups within the Mechanical Engineers office. It appears as though the door lettering has been amended to Mech Engr (Design) in this view taken at Chiswick Works. In the background are several similar cars, plus what looks like a Daimler Fleetline chassis.



Photo 1227, by **Julian Bowden-Green collection**, added to LTSV on 01/04/2006.

Another rear-end shot shows standard Ford Escort van 1972F at Parsons Green in the late 1970s. Alongside is Land Rover 1761LR in grey and cream livery. This vehicle was later renovated by apprentices and preserved.



Photo 1228, by **Julian Bowden-Green**, added to LTSV on 01/04/2006.

Leyland Terrier box van was one of very few service vehicles acquired second-hand, although it was only about a year and a half old at the time. As can be seen, it had an unpainted box body similar to those used for catering services. Other oddities are the headboard and GB sticker on the bumper. Seen at Chiswick Works on 7th September 1978.



Photo 1229, by **Jim Wright**, added to LTSV on 01/04/2006.

This picture has been included as it shows Leyland Terrier refrigerated food van 2143L in original condition. As the other picture of 2143L on this site shows, it was later rebuilt as a curtain-sided lorry. Note that the fleetnumber has been incorrectly applied as L2143.



Photo 1230, by **Richard Eversden**, added to LTSV on 01/04/2006.

As previously noted, several of the Bedford HAs bought by London Transport carried non-standard livery. Richard Eversden found the former 2229B in Enfield in November 1987, four years after it had been sold. It still carried its fleetnumber but the other lettering had been painted or taped over.



Photo 1231, by **Clive Greedus**, added to LTSV on 01/04/2006.

Parked outside the works and buildings office at Neasden depot in about 1983, Dodge G1085 dropside lorry 2313D is seen in standard grey livery. An interesting aspect of this view is that the lorry does not appear to have a tail-lift fitted. As the other picture on this site shows, one was certainly fitted by 1984 and the runners for this should be visible here. Another point of interest is Bedford HA van 2229B alongside. Clive scores extra points for getting a rear-end AND an unusual livery!



Photo 1232, by **Colin Lloyd**, added to LTSV on 01/04/2006.

Previously shown in its original grey livery, unique day-cab fitted Mercedes 1617 artic unit 2472M was repainted in white/blue by the time this photo was taken at Acton Works on 2nd April 1993. The trailer is one of the Crane Fruehauf step-frame ones (CT32 or CT39). 2472M was sold in 1998.



Photo 1233, by **Colin Lloyd**, added to LTSV on 01/04/2006.

This picture taken at Acton Works on 2nd April 1993 shows what appears to be Mercedes-Benz 410D demountable truck 2533M. However, the body carried does not seem to have the fittings usually found on demountables. Furthermore the tail-lift is integrated with the bodywork rather than the chassis, and the registration plate and rear wheelarches look like they are attached to the body. To confuse the issue, a later picture shows a vehicle with the same registration fitted with a box body. This vehicle also has a headboard and beacon light on the cab roof but these could have been added later. Any sightings or pictures of this and the other Mercedes-Benz 3- and 4-series trucks would be appreciated.

Comment by *1260F* on 08/06/2006: The picture shows 2533M as built, the dropside body was not de-mountable. When the 'first generation' ERU vans (2529-2532M) were specified, there was also a need for a vehicle to undertake delivery and collection of signalling equipment and 2533M was offered by Distribution Services. In its dropside form it wasn't suitable, so it went to Feltham Coachworks to be rebodied. I can't be certain but the original tail-lift was probably retained and in fact the new body may well have been a conversion of the old one to a box van.

Comment by *Kim Rennie* on 02/06/2007: Note to the left A983HLT, an LT bullion van in unmarked "dealer white" livery.



Photo 1234, by **John Lloyd-Martin**, added to LTSV on 09/04/2006.

The service vehicles used by the Metrobus operation in Crawley have not been illustrated here before but they are in any case very similar to those found in London. Seen at the depot on 29th March 2006 is Ford Transit Crew Van 8014, which carries its full fleetnumber on the nearside.



Photo 1235, by **John Lloyd-Martin**, added to LTSV on 09/04/2006.

Based at the Crawley deopt, where it was photographed on 29th March 2006, Metrobus Ford Transit Connect van 9011 is notable for having a pair of rather Dalek-like roof beacons.



Photo 1236, by **Ray Monk**, added to LTSV on 09/04/2006.

The use of small cars as bus crew ferry vehicles is a comparatively recent development in the London service vehicle fleets, with several examples being illustrated here. The opening of remote operating centres, many of which can hardly be called garages, is the usual reason for their need. Typical of these is the Orpington base used by First London. Seen there on 1st April 2006 is 5-door Ford Fiesta car YH04XTL. The cars based here carry fleetnumbers on their fuel filler caps, although it is not known if these are official or just local references. This one is number 6.



Photo 1237, by **Ray Monk**, added to LTSV on 09/04/2006.

At the Addington Tramlink Interchange on 4th April 2006 is another example of an anonymous service vehicle. This Ford Focus car is listed on the Metrobus web site as being their 8919, based at the new Polhill depot. The car behind is also used by Metrobus, being numbered 8914.



Photo 1238, by **Ray Monk**, added to LTSV on 09/04/2006.

Ford Transit crew van GP53CLV is 8013 in the Metrobus fleet, although this number does not appear to be carried. It was found at Addington Interchange on 31st March 2006.



Photo 1239, by **Ray Monk**, added to LTSV on 09/04/2006.

First was contracted to run some of the Tramlink feeder bus routes in 2000, but their nearest operating centre was at Orpington. Hence there is a need for some lengthy crew ferry runs, these being performed by cars such as this one seen on 4th April 2006. SUP15B listed a Vauxhall Corsa used by First Orpington registered MA02HAH. It is thought that this may have been an error and that the vehicle is actually MA02HOH as seen here.



Photo 1240, by **Ray Monk**, added to LTSV on 09/04/2006.

Seen at Addington Interchange on 4th April 2006, First London YH04VNT carries the number 7 and is used on crew ferry runs to the Orpington operating base. For convenience, a 5-door layout has been specified.



Photo 1241, by **Dave Burrin**, added to LTSV on 09/04/2006.

We don't often see pictures of ex-service vehicles, but then modern vehicles such as Ford Transits all look the same when plain liveries are carried! Therefore it is convenient when subsequent users neglect to repaint them. An example of this enabled new contributor David Burrin to easily identify this former Travel London vehicle which he has seen several times in Margate. Used by Limebourne and Connex earlier in its career, it has now lost its seats and sees use as a builders van. 6th April 2006.



Photo 1242, by **Damon Cross**, added to LTSV on 09/04/2006.

Most of Stagecoach's service vehicles are what you might call traditional, with full livery and lettering application, and a national fleet numbering scheme. Seen at their Stratford base on 4th April 2006 are two examples, both used on crew ferry duties. To the rear is Ford Escort car 90535 (M809YSL), which had been reported withdrawn in late 2005 but was evidently reinstated. To the fore is LDV Convoy minibus 92401 (FA02MVK), one of four acquired in October 2005.

Photo 1243, by **Damon Cross**, added to LTSV on 09/04/2006.

The four LDV Convoy minibuses acquired by Stagecoach London in October 2005 look a bit like ambulances but are used to ferry bus crews from their Stratford operating base to the bus station in the town centre. On 4th April 2006, 92402 (FP02XSE) was caught leaving the bus station and passing the plinthed steam loco there.

Photo 1244, by **Damon Cross**, added to LTSV on 09/04/2006.

Visiting Stratford on 4th April 2006, Damon was able to photograph all four of Stagecoach London's LDV Convoy minibuses, although 92403 (FP02YHS) was acting as a spare and was parked rather inconveniently. The three bus garages in this vicinity will all have to be relocated soon as the land is needed for the 2012 Olympics.

Photo 1245, by **Damon Cross**, added to LTSV on 09/04/2006.

Seen leaving Stratford garage on 4th April 2006, 92404 (YR02OAL) is one of four LDV Convoy minibuses used by Stagecoach for crew ferry duties. All carry this white livery with a yellow stripe, and another example can be seen in the background.

Photo 1246, by **Damon Cross**, added to LTSV on 09/04/2006.

Although most of Stagecoach's service vehicles carry prominent lettering, a couple do not, and Damon did well to identify this plain red Ford Focus estate as being their 90746. Seen at Carpenter's Road, Stratford on 4th April 2006, this car is based at Waterden Road artic base, and most likely used to ferry bus crews to Bow Church. Note that the tractor in front is not a service vehicle!



Photo 1247, by **Damon Cross**, added to LTSV on 09/04/2006.

Here's one you couldn't miss. This smart Ford Transit Connect van is based at Upton Park garage and carries a full livery application, although this does not appear to include its national fleetnumber of 95090. Seen on 4th April 2006.



Photo 1248, by **Damon Cross**, added to LTSV on 09/04/2006.

A rather wide angle had to be used to catch First London high roof Ford Transit van N320JGJ, parked out of use at their Hackney base. As mentioned here before, this depot is actually in Stratford. Is it just me, or does the rear of this van seem to have a face?!



Photo 1249, by **Damon Cross**, added to LTSV on 09/04/2006.

Arriva London makes use of a fleet of Vauxhall Combo vans for crew ferry runs and other duties from several of its garages. Most of these carry large fleetnumbers but a comprehensive list has never been seen, and the turnover of vehicles appears to be quite rapid. On 4th April 2006, NX52CPF was parked at Leytonstone Bus Station carrying the number 36. Similar vans can often be found at the smaller bus station on the other side of the railway so remember to check this out if you are visiting!

Photo 1250, by **Damon Cross**, added to LTSV on 09/04/2006.

This Ford Transit van used by Stagecoach has been illustrated before but not from behind. With an unusual application of reflective tape, RJ05FHG is numbered 95083 and works from the Stratford base on Waterden Road, where it was seen on 4th April 2006.

Photo 1251, by **Damon Cross**, added to LTSV on 09/04/2006.

A previously unreported vehicle seen during Damon's visit to the Stratford area on 4th April 2006 was this Vauxhall Astra van belonging to First. It is not known if it has been recently acquired or has just been hiding since new in 2003/2004. Carrying full First livery, it has lettering for the CCTV Response Unit, the exact function of which is unknown.

Photo 1252, by **Damon Cross**, added to LTSV on 09/04/2006.

As with the two Stagecoach garages on Waterden Road in Stratford, the nearby First depot (curiously named Hackney) also results in a need for crew ferry runs. However, unlike Stagecoach, First has contracted this role out to a company called Door 2 Door. They use a fleet of silver Citroen Berlingo estates (which will obviously not be listed on this site), lettered for Passenger Transport Service, to terminals such as Stratford Bus Station and Tower Gateway. Their WR03FFH was seen near the garage on 4th April 2006.

Photo 1253, by **Ray Monk**, added to LTSV on 09/04/2006.

Today's last picture is a puzzle. This plain white Citroen Berlingo van was seen at the bus stand beside Kings Cross Station on 7th April 2006, with a London Buses sticker above its tax disc. Any suggestions for who might be operating this? It could be one of the contractors involved in bus infrastructure maintenance, or perhaps one of the operators with services terminating here.

Comment by *Ray* on 12/07/2006: Noted at Hampstead Heath stand today (12/7/2006)

Comment by *John Lloyd-Martin* on 13/07/2006: LJ02EGK was also noted Euston Bus Station 22nd March 2006.



Photo 1254, by **John Lloyd-Martin**, added to LTSV on 11/04/2006.

Acton Works on 22nd February 2006 contained a mix of new, recently retired, and locally-based vehicles. One of the former was Ford Transit Connect van 5846F in Tube Lines livery. The identities of the flanking Ford Transit Dropside Trucks were unfortunately not recorded due to shortage of time. With permission of Tube Lines.



Photo 1255, by **John Lloyd-Martin**, added to LTSV on 11/04/2006.

Since delivery in autumn 1991, Mercedes-Benz demountable lorry 2488M has been paired with body DB7 to form the Emergency Control Unit. By February 2006, when it was photographed at Acton Works, it was therefore over 14 years old. However, it looks set to survive for some time, possibly being fitted with a new engine to comply with tightened emissions regulations.

This part of Acton Works can be seen fleetingly from westbound trains on the District and Piccadilly lines. As can be seen, it is often home to former RCL2221, converted in 1979 to a mobile cinema and exhibition bus. Also just visible is former MCW Metrobus M1020, now a mobile exhibition unit for community policing. The Transit Connect in front of RCL2221 is 5541F, while two similar vehicles, and a Transit with an unusually large roof rack, are on the right. With permission of Tube Lines.



Photo 1256, by **John Lloyd-Martin**, added to LTSV on 11/04/2006.

Both of the Mercedes-Benz Atego artic units were seen at Acton Works on 22nd February 2006, 2581M being coupled to Tinsley curtain-sided trailer T51. Note that the trailer still has its support legs in the lowered position. With permission of Tube Lines.



Photo 1257, by **John Lloyd-Martin**, added to LTSV on 11/04/2006.

This picture taken in the lorry yard at Acton Works on 22nd February 2006 shows the differences between two of the many variants of Ford Transit. On the left is 5544F which is a short-wheelbase low-height model, possibly the most common. 5724F on the right is a medium-height minibus with long-wheelbase and extended length body. These types are recognisable by their longer rear overhangs, and most are also fitted with flared rear wheelarches.

With permission of Tube Lines.



Photo 1258, by **John Lloyd-Martin**, added to LTSV on 11/04/2006.

Several contributors have recently sent pictures of this particular vehicle, but this was the only one to feature sleet! Volkswagen LT35 minibus 5613VW can often be found parked at Eltham Bus Station, as here on 23rd February 2006.



Photo 1259, by **John Lloyd-Martin**, added to LTSV on 11/04/2006.

The Smallbills garage on Bollo Lane is right next door to part of Acton Works, and they seem to do a fair amount of maintenance work on the service vehicle fleet. On 22nd February 2006, Metronet Ford Transit minibus 5715F stopped there briefly. This is a long-wheelbase, mid-height version, as indeed most recent Transit minibuses have been.



Photo 1260, by **John Lloyd-Martin**, added to LTSV on 11/04/2006.

This Ford Transit dropside seen at Rickmansworth Station on 29th March 2006 represents something of a numbering anomaly. New in September 2002, it was numbered 5149F, about 200 lower than other vehicles delivered at the same time. Was this to backfill an unused number, or was it an error? As can be seen, a crew-cab is fitted but no tail-lift.



Photo 1261, by **John Lloyd-Martin**, added to LTSV on 11/04/2006.

Unmarked Ford Transit van 5693F has previously been seen at Finchley Central and Golders Green Stations (both in Tube Lines territory) and also at Griffith House. On 1st April 2006 it was at Rickmansworth Station, a base used by Metronet. Perhaps the vehicle, which features an extra window on the offside only, is used as a spare for maintenance cover. Further reports of sightings would be useful. Alongside is Metronet Vauxhall Combo van 5536V.



Photo 1262, by **John Lloyd-Martin**, added to LTSV on 11/04/2006.

Another vehicle found at Rickmansworth on 29th March 2006 was Vauxhall Astra van 5863V. This shows the recent change to the Metronet logo, with no mention now being made as to which of the two infracore operations the vehicle is allocated to.



Photo 1263, by **Ray Monk**, added to LTSV on 11/04/2006.

MAN truck 2579 seems to spend most of its time tucked inside Griffith House, therefore any pictures of it out in the open are welcome. On 7th April 2006, it was parked just down the road, outside Edgware Road Station train-crew offices. As can be seen, it has a Palfinger crane and a huge tail-lift for its use by the lifts and escalators department.



Photo 1264, by **Damon Cross**, added to LTSV on 11/04/2006.

Caught as it whizzed through the Stratford one-way system on 4th April 2006, 5666F is a Ford Transit Connect van new in June 2004 and used by Tube Lines. This particular van lacks the side cargo door sometimes found on Connects. Note the cacophony of road signs in the background!



Photo 1265, by **Damon Cross**, added to LTSV on 11/04/2006.

Like most medium sized vans, the Mercedes-Benz Sprinters leased for use by London Buses in 2005/2006 feature a sliding cargo door. This is shown off by 5797M at Stratford Bus Station on 4th April 2006.



Photo 1266, by **Damon Cross**, added to LTSV on 11/04/2006.

Another of the recent Mercedes-Benz Sprinter vans to turn up at Stratford Bus Station was 5805M, pictured on 4th April 2006. The sign above the roof is vaguely reminiscent of the old roof-mounted roundels!



Photo 1267, by **Damon Cross**, added to LTSV on 11/04/2006.

Of the three Renault Kangoos leased in October 2005 (and incorrectly numbered 5714-5716), only 5716 at Leytonstone is readily accessible. It was found in its normal parking space on 4th April 2006. Hmmm, Gallic!



Photo 1268, by **Damon Cross**, added to LTSV on 11/04/2006.

5799M was one of at least 20 Mercedes-Benz Sprinter vans leased in Winter 2005/2006 and appears to have been allocated to Aldgate Bus Station. It was seen there on 8th April 2006 in the company of regular residents 5040F and 5560V.



Photo 1269, by **Damon Cross**, added to LTSV on 11/04/2006.

A line up of three Volkswagen LT minibuses was a common sight at Aldgate Bus Station in the first months of 2006. However, in early April two new vehicles appeared, both being longer versions with three windows. These carry red livery but without the orange striping, and have no permanent lettering. Instead they have boards and/or vinyls for Transport for London, Transport Policing and Enforcement. RO06OAH and RO06OAG are seen here alongside 5615VW.



Photo 1270, by **Damon Cross**, added to LTSV on 11/04/2006.

This view of the rears of RO06OAG, RO06OAH and 5615VW at Aldgate Bus Station on 8th April 2006 shows a couple of differences. The two 06 registered vehicles did not carry fleetnumbers or side striping, and were lettered for Transport for London rather than London Buses. They were also based on a longer version of the body than 5615VW, and had rather curious light-bars. It would appear that this pair has replaced two British Transport Police liveried vans that used to be parked here, but further information is not yet available. Note also the minor differences in the rear chevrons.



Photo 1271, by **Ray Monk**, added to LTSV on 11/04/2006.

Almost glowing in a rare bit of spring sunshine at Eltham Bus Station on 8th April 2006, 5807M was a newly delivered Mercedes-Benz Sprinter van allocated to London Buses use.

Photo 1272, by **Ray Monk**, added to LTSV on 11/04/2006.

Vehicles numbered from 5839 to about 5852 were all Ford Transit Connect vans delivered over the winter of 2005/2006. 5839F was liveried for Tube Lines and featured a side cargo door. It was caught on film as it took a break near Brixton Station on 10th April 2006. Note that no fleetnumber is carried on the nearside.

Photo 1273, by **Colin Lloyd**, added to LTSV on 11/04/2006.

New Mercedes-Benz Sprinter van 5804M had been seen at Turnpike Lane earlier in 2006 but was at Walthamstow Bus Station by April. It is thought that this large batch will replace the last of the Vauxhall Movano vans, and perhaps some of the early Ford Transits. Reports would be appreciated to confirm this.

Photo 1274, by **Tube Troll**, added to LTSV on 11/04/2006.

New Mercedes-Benz Sprinter van 5812M seems to be based in North London, as it was found near Barnet on 2nd April 2006. The twin aerials, and LPG filler-cap sign are clearly visible.

Comment by *Thomas Young* on 16/10/2006: I recently re-input this batch of vans as being Dual-Fuel, as it had been noticed that they also have a petrol filler point on the nearside. However, the DVLA reports them all as pure petrol. Does anyone know if the LPG filler could be for some other purpose?

Comment by *Ray* on 22/04/2010: The LPG could possibly be used for a heater.

Photo 1275, by **Thomas Young**, added to LTSV on 17/04/2006.

The intake of service vehicles over the past few years has been running at just over 100 per year, and with the first 59xx appearing in March 2006, it was surprising to hear about a 60xx the very next month. A trip to Victoria Coach Station on 17th April was able to validate that 6012VW is correct, it being a VW Transporter low-roof van lettered for London Buses Infrastructure Development. Compare the size of this van with similar but high-roofed 5675VW parked behind. Note also the revised branding.



Photo 1276, by **Thomas Young**, added to LTSV on 17/04/2006.

A rear view of brand new VW Transporter 6012VW on the ramp at Victoria on 17th April 2006 shows the different style of lettering carried. The side reads Infrastructure Development, while the top and rear are Bus Stop Maintenance. Note also the roundel on the roof.



Photo 1277, by **Thomas Young**, added to LTSV on 17/04/2006.

Vauxhall Zafira 5564V was again parked on the Victoria Coach Station ramp on Monday 17th April 2006 so I took the opportunity to photograph the front. Parked behind is brand new 6012VW.



Photo 1278, by **Thomas Young**, added to LTSV on 17/04/2006.

To describe the livery of this van as red is perhaps a bit unfair! Colourful Ford Transit van Y737HBB is allocated to the Stagecoach East London garage at Leyton where it was originally used as an engineering support vehicle. In 2005 these duties were taken over by Transit Connect vans, but Y737HBB was retained, apparently for use conveying extra luggage across the Stagecoach Megabus network. This is supported by the fact that it can often be found at Bullied Way Coach Station, Victoria (as here on Monday 17th April 2006), and it carries a Megabus board in its side window. However, the lettering still refers to its former role. Note also that despite being allocated national fleetnumber 95056, a plain 9 is carried toward the front.



Photo 1279, by **Thomas Young**, added to LTSV on 17/04/2006.

Although this particular Transit has been shown before, it is interesting to see one with its sides dropped. It is also notable that 5476F has still not had any lettering applied other than a fleetnumber. On Maundy Thursday 13th April 2006, it was engaged in work to board-up the area around the Waterloo and City line access shaft at Waterloo. This line had recently been shut down for (more) maintenance, and the trains had been lifted out here earlier in the month. Note the bolsters being used.



Photo 1280, by **Kim Rennie**, added to LTSV on 20/04/2006.

As with the Upton Park example illustrated earlier this month, the engineering support van allocated to the Stagecoach London garage at Bow also carries an eye-catching red livery. With its national fleet number of 95084 clearly visible, this Ford Transit Connect van was seen at Bow Church on 7th April 2006. As Kim pointed out, Stagecoach SV liveries seem to be inspired by either fire brigades or ambulance services (such as the LDV Convoy minibuses also added to the site this month)!



Photo 1281, by **Damon Cross**, added to LTSV on 20/04/2006.

Connex and later Travel London operated at least four of these long-wheelbase Vauxhall Movano crew vans for several years before one was caught on film. Giving the game away at Victoria Bus Station on 8th April 2006 was VO51AHV.



Photo 1282, by **Ray Monk**, added to LTSV on 20/04/2006.

With unmistakable logo and lettering, Arriva London Vauxhall Combo van VU04UBM was caught on film in Penge on 13th April 2006. An earlier photograph had shown this van at Brixton garage in anonymous white livery, and without a light-bar.



Photo 1283, by **Colin Lloyd**, added to LTSV on 20/04/2006.

According to official information, this is the real 5664F, a similarly numbered white and blue Transit van apparently being an imposter. As this picture taken near Victoria Coach Station on 10th April 2006 shows, it is a mid-height Transit minibus used by the London Buses Passenger Data department.

Photo 1284, by **Colin Lloyd**, added to LTSV on 20/04/2006.

Not previously reported, this Ford Transit van was found by Colin returning to Uxbridge garage on 14th April 2006. The livery of red with yellow slashes at skirt level is almost standard for First London vehicles. Note the two beacon lights in addition to the light-bar.

Photo 1285, by **Kim Rennie**, added to LTSV on 20/04/2006.

This picture of RO06OAG (and RO06OAH) at Aldgate Bus Station on 10th April 2006 has been included as it shows more clearly the extra length of these vehicles compared to earlier VW LT minibuses used by London Buses. It is not clear yet whether these are part of the main SV fleet, or if they are allocated fleetnumbers.

Photo 1286, by **Ray Monk**, added to LTSV on 20/04/2006.

Ray has caught quite a few of the First London crew ferry cars on film recently, this example being Vauxhall Corsa 2 (MK02WUH) at Addington Interchange on 10th April. The fleetnumber is carried on the fuel filler cap.

Photo 1287, by **Colin Lloyd**, added to LTSV on 20/04/2006.

Of the four Mercedes-Benz Varios used by the Emergency Response Unit since 1999, only 2575M has not previously been illustrated. However, back in October 1999, Colin had caught the still new vehicle as it paused at the traffic lights on Parliament Square. When the Tube Lines logos were later applied to these vehicles, they were in addition to the Underground markings, rather than replacing them.

A note to photographers: we still need a picture of Volvo 2569V to complete the ERU set.

Photo 1288, by **Colin Lloyd**, added to LTSV on 20/04/2006.

Another recent vehicle that had not been previously shown is 2558, one of a pair of ERF dustcarts acquired in 1996. Seen at the south end of Lambeth Bridge on 6th May 1997, both lorries were replaced by new Mercedes-Benz Econics in 2002.

Photo 1289, by **Damon Cross**, added to LTSV on 20/04/2006.

A rear view of smartly preserved Ford Thames 100E van 1096F at Wisley on 2nd April 2006 shows the very small rear windows of this type. Note also the brackets on the cab door that would have carried the allocation plate.

Photo 1290, by **Damon Cross**, added to LTSV on 20/04/2006.

With the Surrey countryside as a backdrop, preserved Bedford CALV ambulance 1492B was photographed at Wisley during the Cobham open day on 2nd April 2006. The nearside is identical other than the application of legal lettering for London Transport.

Photo 1291, by **Colin Lloyd**, added to LTSV on 20/04/2006.

One of the more reclusive members of the 2003/2004 batch of LBSL Ford Transits was 5586F, it having spent a time based at Therapia Lane Tramlink depot. On 14th April 2006, it had ventured as far as West Croydon Bus Station, where this picture was taken.



Photo 1292, by **John Lloyd-Martin**, added to LTSV on 20/04/2006.

Soon to be replaced, possibly by some MAN trucks, this is Mercedes-Benz 1114 demountable truck 2540M at Acton Works on 22nd February 2006. It was carrying Locomotors dropside body DB11 which has its own crew cab. Note that the body has a fuel filler point (for a heater perhaps?) and also has an electrical connection to the lorry cab. The mis-alignment of what otherwise looks like a wheelarch has been mentioned before. With permission of Tube Lines.



Photo 1293, by **Ray Monk**, added to LTSV on 20/04/2006.

A new service vehicle, of a new type, at a new garage! Metrobus joined the Beddington Lane crowd in December 2005, with a base that resurrected the C code (for Croydon). Seen there on 18th April 2006 was 8017 (R006TUU), a new Mercedes-Benz Vito crew van. Although the distinction between vans, crew vans and minibuses has been a bit muddled by recent events in the main SV fleet, this van clearly has windows on both sides ahead of a goods compartment. Although not confirmed, it also probably has an additional row of seats behind the driver. Similarly configured Ford Transits were already used by Metrobus for crew ferry duties.



Photo 1294, by **Ray Monk**, added to LTSV on 20/04/2006.

New to the Connex bus operation, X599KOT was one of two late-model Mark 5 Ford Transit minibuses. It was not reported for some time but did indeed pass to Travel London with the rest of Connex in 2004. However, it would be easy to miss as it carries no livery or lettering. Photographed at Norwood Junction bus stand on 18th April 2006, it was performing crew ferry duties between there and the garage at Beddington Lane.



Photo 1295, by **Ray Monk**, added to LTSV on 20/04/2006.

It is fairly unusual to see LUL-liveried SVs in Stratford Bus Station, this being LBSL territory. On 18th April 2006 Ray caught Transit Connect 5840F making a speedy exit. It had apparently dropped off a mail bag to the London Buses office there, so these vehicles have presumably taken over this role from larger Transits such as 5467F and 5468F.



Photo 1296, by **Ray Monk**, added to LTSV on 20/04/2006.

One of four LDV Convoy minibuses used by Stagecoach London for crew ferry duties from Stratford garage, 92403 (FP02YHS) was seen at the bus station on 18th April 2006. This appears to be the normal destination for these vehicles, Ford cars being used for other runs to places such as Hackney.



Photo 1297, by **Ray Monk**, added to LTSV on 20/04/2006.

Centra London is another of the recent bus operators in London whose history can best be described as complicated! They are also one of several to have a garage on Beddington Lane, where their anonymous Ford Transit minibus HN54WMO was photographed on 18th April 2006.



Photo 1298, by **Ray Monk**, added to LTSV on 20/04/2006.

There seem to be more SVs than at first thought, with a lot of anonymous vehicles also being used. This Ford Tourneo minibus shows several tell-tale signs, so can be considered a suspect. Firstly it has been seen several times in the staff car park at North Greenwich Station, as here on 18th April 2006, and also at Eltham. Secondly, it is a type common in the main fleet, several of which also carry a silver livery. Thirdly, and most significantly, many KD55M-- registrations have appeared on numbered SVs.

Comment by *Kim Rennie* on 23/10/2008: This is allocated to the Train Operations Manager Stratford/North Greenwich.



Photo 1299, by **Damon Cross**, added to LTSV on 20/04/2006.

The yellow fleet numbers used by London United are fine on red liveried buses, but they tend to be a bit indistinct when applied to light grey service vehicles. The colour scheme is thought to be due to many of the vans being acquired from British Telecom, rather than being a deliberate design choice. When seen on crew ferry duties at Hatton Cross Bus Station on 18th April 2006, Ford Fiesta van V983KJW carried the fleetnumber HH4, indicating that it was based at Hounslow Heath garage.



Photo 1300, by **Kim Rennie**, added to LTSV on 20/04/2006.

This picture of hired LBSL Ford Transit van YH05VDO at Stratford Bus Station on 19th April 2006 shows just how long some of these vehicles were used for, this particular van having first been seen in late 2005. This seems odd given the large amount of new vehicles delivered for LBSL over the intervening period.



Photo 1301, by **Kim Rennie**, added to LTSV on 30/04/2006.

Together with two Ford Transit Connect vans in the numbered fleet, at least three Ford Focus estate cars carry this silver livery with blue lettering for TfL Highway Maintenance. These however do not appear to be numbered. Kim spotted VU05NNW at Bow on 28th April 2006.



Photo 1302, by **Ray Monk**, added to LTSV on 30/04/2006.

A new engineering support van for the London Central bus garage at Bexleyheath arrived in 2005 in the form of Ford Transit EF05YJC. On 27th April 2006 it was in Sidcup High Street attending to a bus with a defective ramp. By the way, if you think it is odd that London Central run buses from Bexleyheath, how about Centrewest in Orpington! At least they are now just First.



Photo 1303, by **Damon Cross**, added to LTSV on 30/04/2006.

Like most bus companies, First London use a number of vans in the engineering support role. In recent years these have included Ford Transits, VW Transporters and (as here) Vauxhall Vivaros. YU03BYA was photographed at Acton Tram Depot which, despite the name, is now a bus garage. 18th April 2006.



Photo 1304, by **Colin Lloyd**, added to LTSV on 30/04/2006.

This view of Stagecoach Selkent HT54KTU at Bexleyheath on 21st April 2006 highlights the slightly changed design of the 2005 Ford Focus car, a 1:43 die-cast model of which has recently been launched by Minichamps. Reproducing the vehicle seen here would require only minimal changes and some custom decals.



Photo 1305, by **Damon Cross**, added to LTSV on 30/04/2006.

There is always something in the way! Parked under the railway at Shepherds Bush Garage on 18th April 2006, N86GVX was a previously unreported London United SV, being based on the original design of Vauxhall Combo. The blue livery was presumably retained from its previous owner, although full lettering has been applied. Numbered S3 (on the offside only), the numbers S1 and S2 had been applied to the other two SVs allocated here.

It is worth recording that the London United name looked set to disappear later that month, with most of the buses being rebranded as Transdev (the owning company). It is a shame that the attractive logo seen here may soon become history.



Photo 1306, by **Ray Monk**, added to LTSV on 30/04/2006.

Another original-style Vauxhall Combo, and perhaps a surprising survivor. As mentioned here before, Arriva London use quite a number of these vehicles for crew ferry duties, most of which are given large fleetnumbers as seen here. The fleet is kept quite up to date and W303PVC was probably one of the oldest still in use when it was photographed outside Stamford Hill bus garage on 26th April 2006. I can't keep up with the closures and reopenings of this garage, but presume it was currently operational!



Photo 1307, by **Ray Monk**, added to LTSV on 30/04/2006.

Another vehicle found by Ray at Stamford Hill garage, this time on 28th April 2006, was Ford Transit minibus R996ANC. With no visible lettering, the location was the only real clue to its operation.



Photo 1308, by **Damon Cross**, added to LTSV on 30/04/2006.

Tellings-Golden Miller SVs have proved quite camera shy, although perhaps I could have tried harder when I lived in their territory a couple of years ago. Taken over by the expanding Travel London operation in June 2005, we still do not have full details of which SVs transferred. One that evidently did was Mercedes-Benz Sprinter 308D minibus T572FFC seen at Brentford on 18th April 2006. As with many bus company minibuses, these presumably find plenty of use as crew ferry vehicles.



Photo 1309, by **Kim Rennie**, added to LTSV on 30/04/2006.

5912V is indeed the new Edgware Road Duty Manager's Incident Response Vehicle, replacing 5318V. It was seen at its regular home on 24th April 2006. Like the Ford Focus, the Vauxhall Zafira has been updated in the last year or so (compare to the LBSL examples). Modellers of SVs may like to know that Minichamps produce 1:43 scale die-casts of both variants of both the Ford and Vauxhall cars, although they are not cheap!



Photo 1310, by **Damon Cross**, added to LTSV on 30/04/2006.

What a whopper! You can almost imagine the ground shaking as Mercedes-Benz Actros 8-wheel tipper cruises down Bollo Lane on 18th April 2006. Parked on the other side of the road is ERU Volvo 2570V.



Photo 1311, by **Damon Cross**, added to LTSV on 30/04/2006.

Once the tipper was out of the way, Damon was able to get this clear shot of ERU Volvo 2570V with its regular body DB2. Parked on Bollo Lane, Acton, on 18th April 2006. Ycnegreme is Welsh for 'get out of the way'!



Photo 1312, by **Damon Cross**, added to LTSV on 30/04/2006.

MAN LE dropside 2579 is no stranger to this site, but this is the first picture of it in motion! Taken on 18th April 2006 on Bollo Lane, it was loaded with shrink-wrapped escalator steps, and was passing ERU Volvo 2570V.



Photo 1313, by **Damon Cross**, added to LTSV on 30/04/2006.

Most of the lorries used by the lifts and escalators department have been specified with large tail-lifts, and MAN 2579 was no exception. This excellent rear view taken on Bollo Lane on 18th April 2006 shows this feature to good effect. Can any truck-expert suggest what the underslung blue box is for?



Photo 1314, by **Kim Rennie**, added to LTSV on 30/04/2006.

Another picture of MAN 2579, this time just round the corner from its usual home at Griffith House, shows the giant tail-lift in the loading position. With the M suffix already in use for Mercedes-Benz, a plain number was carried. At least four similar lorries were delivered as demountables in April 2006 and these too lacked suffixes. Another question for truck-experts: Both the lorries based at Griffith House have high-level exhaust pipes, Iveco 2585 being the other. Why? Picture taken on 24th April 2006.



Photo 1315, by **Damon Cross**, added to LTSV on 30/04/2006.

London United Ford Escort van P710NOA has been used from Fulwell Garage since at least summer 2003, and it was one of the first SVs to carry the original-style Transdev logo rather than the traditional London United crest. It was also treated to the attractive grey-roofed livery as carried by their buses. Both these features are now on the way out, with new and repainted buses being red with just a grey skirt, and the logos on most being replaced by rather bland Transdev lettering. On 18th April 2006 the van was caught leaving Hounslow Garage.



Photo 1316, by **Damon Cross**, added to LTSV on 03/05/2006.

Barely showing its 13 years age, Iveco Super Cargo 2524F was seen coming down Bollo Lane towards Acton Works on 28th April 2006. This is a rare example in the current fleet of a traditional lorry. No tail-lift, nothing demountable, just good-old drop-sides and a bolster.



Photo 1317, by **Damon Cross**, added to LTSV on 03/05/2006.

Like similar 5862F illustrated in March, KF05MHM is an extended length, high-roof Ford Transit van painted in a white and red livery for use by the Emergency Response Unit (ERU). Although no number is carried externally it seems likely that one is allocated. The van was seen on Bollo Lane on 28th April 2006.

Comment by *Kim Rennie* on 29/05/2006: This is the Signal Courier Van (codenamed "Black Van" for movement logging purposes by the ERU) and is used to move parts to and from the main Acton Works signal store. Earlier generations of van were once equipped with rubber-lined shelves in order to carry delicate items like signal relays safely but such provision ended after the task passed from the Signal Dept to the ERU.

Comment by *Thomas Young* on 11/03/2007: Now known to be numbered 5813F.



Photo 1318, by **Damon Cross**, added to LTSV on 03/05/2006.

Time for a caption competition! What is the brave man beneath Arriva the Shires Green Line coach 4064 doing, thinking or saying?

The recovery truck by the way is a Scania 143H 500 of Luton-based Shaw Bros and it will be illustrated more fully next time. Taken at Victoria on 28th April 2006.

Comment by *John Lloyd-Martin* on 30/05/2006: Tom Young leaving no stone unturned looking for the lost LTSV data!

Comment by *Mike Wilson* on 30/08/2010: Hmm I'm sure i saw an oyster card under here somewhere.



Photo 1319, by **Ray Monk**, added to LTSV on 03/05/2006.

Another view of one of the oddities in the fleet. This Vauxhall Combo van has been used by London Buses since new, although it carries London Underground livery (the blue skirt is standard though barely visible here). Stranger still, the only permanent lettering carried is the fleetnumber 5450V, but this is officially claimed by similar van LN03XAJ! Also odd is that it was seen at Elephant and Castle on 2nd May 2006 attending to roadside ticket machines, a role previously only observed being performed by vehicles of contractor Almex.



Photo 1320, by **Ray Monk**, added to LTSV on 03/05/2006.

The new engineering support van based at Catford outdoes even the Bow and Upton Park examples illustrated earlier, at least in terms of the size of its logo! This side-on view of HT05UZX leaving Lewisham Bus Station on 2nd May 2006 shows the reflective qualities of the yellow side stripe.



Photo 1321, by **Keith Grimes**, added to LTSV on 14/05/2006.

Seen some way from its normal haunts, LC55HMY is a Ford Transit Connect van used as a Route Control Unit by Epsom Buses. As with their buses used on TfL services, the traditional brown and cream livery of this long-established operator is forsaken in favour of LT red, and the Quality Line fleetname is applied. On 18th April 2006 the van was found at Acton Town station, presumably coordinating coaches being used on a railway replacement service.



Photo 1322, by **John Lloyd-Martin**, added to LTSV on 14/05/2006.

This van caused us some problems at first, as we had reports of RA54VWM being numbered 5672VW and RA54VWD without a fleetnumber. The situation appears to be that RA54VWM is not a service vehicle, and that 5672VW is indeed RA54VWD. Based at Kingston since August 2005, it was pictured arriving back home on 6th May 2006. The device above the rear doors is thought to be a rear-view camera or proximity detector for use when reversing. In the background can be seen newly hired Transit van LD05TXY (with London Buses label on the rear door) and un-numbered Ford Galaxy VU53NUA.



Photo 1323, by **Ray Monk**, added to LTSV on 14/05/2006.

The three Mercedes-Benz Econic dustcarts used by Tube Lines have been remarkably camera-shy over the last couple of years despite being seen regularly across many parts of the LUL system. Judging by this picture they also serve the London Buses headquarters at Victoria Coach Station. 2576M is the only 2-axle Econic used, and predates the 3-axle pair by 2 years. A quite different style of compactor body is also fitted. The stylish cab is designed for easy crew access and features a bus-like folding door on the nearside and a deep, hinged one on the driver's side.

Carrying the number 2576, it was captured on film on 9th May 2006 as it left the Coach Station basement (although how far down the ramp it would have got is an interesting question). On the left is regular resident VW Transporter van 5675VW. The basement here is also used by the Metropolitan Police, as evidenced by their car behind, and there is a large police station behind the photographer.



Photo 1324, by **Ray Monk**, added to LTSV on 14/05/2006.

We recently illustrated one of the Door-2-Door vehicles used on contract to First London from their Hackney Garage. As this view taken at Becontree Heath on 5th May 2006 shows, First's Rainham base also makes use of the firm. The vehicle this time is a Toyota Hiace minibus, carrying a white livery and the fleetnumber TA-04. It is believed that Door-2-Door also do work for a number of other organisations (including Health Trusts?) and the fleet is not dedicated in such a way that it would be worthwhile trying to list them.

Photo 1325, by **Ray Monk**, added to LTSV on 14/05/2006.

Something of a scoop here, taken with the cooperation of the staff at Arriva London's Dagenham depot. J84CSR is one of three Land Rovers that have reportedly been based there for the last few years. At least two were present on 5th May 2006 when this picture was taken.

It is something of a mystery why this depot requires so many Land Rovers when none of the other Arriva bases have anything more than Transits and Combos. Are the local roads particularly bad?! Also a mystery is why all three were registered in Scotland, although the registration plate gives a clue, being branded Cowies of Perth (Cowie was of course the old name for Arriva). The fleetnumber of GGCAR6 is allocated on paper but not apparently carried.

Comment by *K. PLY* on 18/10/2008: This vehicle came from Grey Green. It was their number 016 and new in February 1992. In 1993 it was allocated to their Barking garage.

Photo 1326, by **Ray Monk**, added to LTSV on 30/05/2006.

Although 2582M has been illustrated here before (unlike its elusive sister 2583M), this picture has been included as it nicely shows the impressive bulk of these machines. On 25th May 2006, this Mercedes-Benz Econic dustcart was caught as it swung into the entrance at Acton Works. The parapet above originally carried a railway line between Acton Town and South Acton stations. The present lorry yard now occupies most of the alignment.

Photo 1327, by **Colin Lloyd**, added to LTSV on 30/05/2006.

Having taken over the routes of Mitcham Belle, Centra London looked set to lose them all again during 2006. A third Ford Transit minibus reported as being used by them was HN54OBE, seen here at Mitcham on 10th May 2006.

Photo 1328, by **Damon Cross**, added to LTSV on 30/05/2006.

Metronet 5500F, a Ford Focus estate, was caught on Bollo Lane on 28th April 2006.



Photo 1329, by **Damon Cross**, added to LTSV on 30/05/2006.

5647F is a Ford Tourneo minibus, commonly to be found parked at Edgware Road Station. On 28th April 2006 it was at Wilton Road, Victoria, showing off its red and blue front chevrons. Standard red and yellow stripes are applied to the rear.



Photo 1330, by **Damon Cross**, added to LTSV on 30/05/2006.

It would seem that several of the Ford Transit Connect vans numbered between 5838F and 5852F are used for internal mail deliveries, which means they are often seen out and about during the day. Returning to base down Bollo Lane on 28th April 2006, this is 5848F.



Photo 1331, by **Damon Cross**, added to LTSV on 30/05/2006.

As promised last month, here is a more general view of Shaw's Scania tow truck rescuing an Arriva the Shires coach at Victoria on 28th April 2006.



Photo 1332, by **Damon Cross**, added to LTSV on 30/05/2006.

Very few London bus companies still use service vehicles dating from pre-privatisation. One that does is London United, which took leased Ford Escort Van 4193F from CDS in June 1995. Over 10 years later it was still going, presumably now having been purchased. In this view taken under the arches at Shepherds Bush Garage on 18th April 2006, its new fleetnumber of S2 can be seen.



Photo 1333, by **Ray Monk**, added to LTSV on 30/05/2006.

Another of the mail-van Ford Transit Connects was 5844F, seen here at the former Metropolitan Railway offices at Allsop Place, Baker Street on 17th May 2006. To the right is similar 5922F.



Photo 1334, by **Colin Lloyd**, added to LTSV on 30/05/2006.

I was surprised that I had not yet illustrated this lorry, one of very few to pass from CDS to a bus company. Originally 2485M, H215FLB passed to Leaside in November 1994, where it was known internally as Lorry1. Still going strong in May 2006, it was seen at Turnpike Lane on the 10th. By then its owner was called Arriva London but no lettering was carried.



Photo 1335, by **Ray Monk**, added to LTSV on 30/05/2006.

Glinting in the sun as it leaves Acton Works on 25th May 2006, 5439F is a relatively rare example of a high-roof Ford Transit van in LUL-related use. The car park to the left is mainly used by staff but sometimes contains a couple of service vehicles.



Photo 1336, by **Ray Monk**, added to LTSV on 30/05/2006.

I was very glad to see this picture of Ford-Iveco Super Cargo demountable 2554F leaving Acton Works on 25th May 2006 as it confirmed some information about the bodies carried. Feltham dropside DB22 is evidently longer than the other dropside bodies, and suggests that DB22-24 are indeed limited to being used with these larger Cargo lorries. Other demountable dropside lorries have just two doors per side. Non-demountable dropside lorries 2522-2524F are very similar to this combination, the bodies having three doors and the cabs three steps. However, they can be recognised by not having the support legs beneath the rear of the body.



Photo 1337, by **Colin Lloyd**, added to LTSV on 30/05/2006.

The largest batch of consecutively numbered service vehicles for many years arrived over the winter of 2005/2006, comprising 20 Mercedes-Benz Sprinter vans for London Buses. 5793M was sent to Turnpike Lane where it was seen on 10th May 2006. The green diamond low on the bodyside is lettered LPG.



Photo 1338, by **Damon Cross**, added to LTSV on 30/05/2006.

5794M was a Mercedes-Benz Sprinter van for use by London Buses at Uxbridge. It was seen parked just outside the garage on 12th May 2006.



Photo 1339, by **Damon Cross**, added to LTSV on 30/05/2006.

5802M seems to fluctuate between Edgware and Harrow bus stations. On 12th May 2006 it was at the latter.



Photo 1340, by **Colin Lloyd**, added to LTSV on 30/05/2006.

5803M was, like 5794M, based at Uxbridge Bus Station, as seen on 14th April 2006.



Photo 1341, by **Ray Monk**, added to LTSV on 30/05/2006.

I wasn't sure about including these pictures, as they are not a good advert for the company concerned. YH04VNV is a Ford Fiesta 5-door car used by First London for crew ferry duties from its remote Orpington base. The picture on the left was taken on 1st April 2006 and shows it leaving the garage minus its front bumper. The picture on the right was taken 9 days later at Addington Interchange. The bumper had been replaced but the front offside tyre was flat. Note also that the yellow stripe is on the nearside only!

Photo 1342, by **Ray Monk**, added to LTSV on 30/05/2006.

The Arriva Presenting London operation based at Wandsworth Garage is now a 'proper' bus company, running LT route 337 in addition to the London Sightseeing Tour. Their service vehicles are numbered in a unique, MV-prefixed series, and most carry white livery with appropriate lettering. Seen outside the garage on 9th May 2006 is MV5, a Vauxhall Combo van, while Astra Van MV8 can just be seen in the background. Although I have cropped most of it out, Wandsworth garage is notable for retaining the London Transport lettering above the doors.

Photo 1343, by **Ray Monk**, added to LTSV on 30/05/2006.

East Thames Buses moved a large proportion of its operations to a new base in Mandela Way, Bermondsey, in 2005. Seen there on 15th May 2006 were Mercedes-Benz 609D minibus S102 and Volkswagen Caddy van R218YHK.

Photo 1344, by **Ray Monk**, added to LTSV on 30/05/2006.

Lewisham Bus Station on 23rd May 2006 plays host to a pair of East Thames Buses Mercedes-Benz minibuses. However, look at the bus! Ready for a history lesson? East Thames Buses is the trading name for London Buses Ltd, who returned to the business of actually running buses in 2000 when Harris Bus folded. A couple of years later they took over the routes and vehicles of London Easylink (a trading name of Durham Travel Services!!!), who were also in trouble. London Easylink had a fleet of Volvo B7TL/Plaxton buses, which ETB renumbered from VP149-173 to VP1-20. Fast forward to late 2005, and First had a bad fire at Westbourne Park garage, with several buses destroyed. ETB were once again able to help, sending a few spare VPs on loan. Meanwhile, in South London, Centra London (who had taken over Mitcham Belle) were also in trouble and their routes were being reassigned. Metrobus (part of the Go-Ahead group) got the 127 but didn't have enough buses. So they borrowed some PVLs from fellow Go-Ahead company London General. PVLs are of course identical to VPs! Metrobus took delivery of some new Scania for the 127 in April 2006 and the PVLs were returned to London General who put them in store at their non-operational base in Mandela Way. By then the remainder of the Centra routes had been reassigned, including the 201 to ETB! This needs to be worked by single-deckers, and the nearest ETB base is at Mandela Way. So they transferred some DAF single-deckers off the 132, replaced by borrowing the batch of PVLs that were stored just across the fence. As well as the 132, these can also be seen on the 185, alongside the original VPs! Any questions? If you found this at all interesting, you ought to be a member of LOTS!

Comment by Thomas Young on 04/07/2006: These buses actually run from Belvedere rather than Mandela Way, and they

have recently been given new fleetnumbers (in random order) in the VP series. Although treated to East Thames lettering, they still carry London General livery and Go-Ahead logos, rather confusingly.

Comment by Thomas Young on 28/08/2006: My mistake. The Go-Ahead logos have been removed. They still look a lot like PVLs though, and as my nearest bus stop is served by two routes, one with PVLs and the other with whatever ETB puts out, confusion is common!

Photo 1345, by **Colin Lloyd**, added to LTSV on 30/05/2006.

One of three VW Transporter vans delivered to the LBSL Infrastructure Development unit in spring 2006, 6014VW was seen entering Victoria Bus Station on 23rd May 2006.



Photo 1346, by **Ray Monk**, added to LTSV on 03/06/2006.

Like Metrobus, Stagecoach also has a few service vehicle cars in non-standard 'stock' colours. An example of this is Bromley-based Ford Focus Estate HT05FDC, seen at Lewisham Bus Station on 1st June 2006.



Photo 1347, by **Kim Rennie**, added to LTSV on 03/06/2006.

In a very similar colour to Stagecoach's HT05FDC, this Ford Focus estate car registered VF55GCK was found at the Baker Street offices on 30th May 2006. Barely visible on the door is a Metronet logo and this is one of several vehicles that carry this yet do not appear to be part of the normal service vehicle fleet.





Photo 1348, by **Kim Rennie**, added to LTSV on 03/06/2006.

Seen at the offices at Baker Street Station on 30th May 2006, 5215LR is a unique Land Rover Freelander, which replaced similarly unique Vauxhall Frontera 4479B in September 2001. As seen, it carries no lettering on its plain white livery. Note the curious fog lamps.



Photo 1349, by **Kim Rennie**, added to LTSV on 03/06/2006.

The first example of the 2004 re-styled Vauxhall Astra to be illustrated on this site is 5681V, seen at Baker Street on 30th May 2006. The fleetnumber was not carried on either side of this Metronet-branded car, while alongside is anonymous Land Rover Freelander 5215LR.



Photo 1350, by **Damon Cross**, added to LTSV on 03/06/2006.

Photographed in the Acton Museum Depot on 21st May 2006, AEC Mercury tower wagon 89Q was keeping some curious company in the form of a London Country BN-class Bristol LHS bus and a very modern LTI black taxi cab. 89Q will be 70 years old in October 2006.



Photo 1351, by **Damon Cross**, added to LTSV on 03/06/2006.

Photographing vehicles inside the London Transport Museum Depot at Acton is no easy task, given the tightly spaced exhibits and artificial lighting. Damon did a good job of capturing long-term resident 830J on 21st May 2006. By then just over 72 years old, this vehicle spent about 16 years as a bus, then a remarkable 30 years as an active service vehicle. It has spent the last 26 years in the LT Museum collection.



Photo 1352, by **John Lloyd-Martin**, added to LTSV on 03/06/2006.

Leased Ford Transit dropside trucks have supplanted most of the smaller lorries from the owned fleet in recent years. They come in four basic varieties, either with or without crew-cabs and tail-lifts. 5253F seen at Acton on 27th May 2006 has a crew-cab but no tail-lift.



Photo 1353, by **John Lloyd-Martin**, added to LTSV on 03/06/2006.

Ford Transit exhibition unit 5494F is instantly recognisable by its livery and Luton-type bodywork. On 27th May 2006 it was getting wet outside the Museum Depot in Acton.



Photo 1354, by **Ray Monk**, added to LTSV on 03/06/2006.

The two Ford Transit minibuses used by London Central from their Camberwell garage are apparently used for initial training and selection of bus drivers. EX54DYP was photographed on 2nd June 2006.



Photo 1355, by **Ray Monk**, added to LTSV on 03/06/2006.

Presumably with a potential bus driver at the wheel, London Central Ford Transit minibus EX54DYU pulls out of Camberwell garage on 2nd May 2006.



Photo 1356, by **Damon Cross**, added to LTSV on 03/06/2006.

Apart from 3 Volkswagen Transporter vans for London Buses, the only service vehicle reported with a number over 6000 by June 2006 was Ford Transit 6028F, seen here at Griffith House on 29th May. This Metronet-liveried vehicle has a high-roof van body, and this is evident when compared to low-roof Transit 5239F parked behind. Also visible are several Transit dropside trucks, including 5700F, 5888F and 5154F.



Photo 1357, by **Damon Cross**, added to LTSV on 03/06/2006.

This Ford Focus car was a regular resident of Aldgate Bus Station in 2005/2006, suggesting that it may be a member of the un-numbered service vehicle fleet, this being supported by the similarity of the registration number to that of 5256F. On 29th May 2006 it was keeping company with peripatetic VW Transporter van 5668VW.



Photo 1358, by **Colin Lloyd**, added to LTSV on 03/06/2006.

This picture of Ford Transit van 4180F has been included as it shows that modifications to such vehicles have been carried out for several years. Photographed at Acton Works on 28th May 1992, the day after it was officially taken into stock, it was then a plain van in standard livery. As a later picture shows, it was soon modified with an extra side window and illuminated head-board. Adding windows to Ford Transits post-delivery seemed to become common in 2005/2006.

Photo 1359, by **James Mair**, added to LTSV on 03/06/2006.

Seen in fading light at Northwood Station sometime in the early 1990s, Ford Transit 4180F had been delivered as a rather plain van (see previous picture). It had obviously been modified with a side-window in the cargo door, and had also received an illuminated head-board and additional chevrons to suit its role with the Emergency section based at Lillie Bridge.

Photo 1360, by **James Mair**, added to LTSV on 03/06/2006.

This picture taken at the offices behind Baker Street Station in about 2000 shows a couple of interesting vehicles. 4479 on the left was the sole example of a Vauxhall Frontera taken into the fleet. Carrying standard livery with an extra red coach-stripe, it was replaced by 5215LR in 2001. In the middle is Vauxhall Astra Estate 5002B, while on the right is similar but un-numbered V509HTW. Sadly the angle of the picture does not reveal if this car carried standard livery and/or lettering.

Photo 1361, by **James Mair**, added to LTSV on 03/06/2006.

London Central took two Ford Transit vans registered in the W4xxTGX series. However, whilst W481TGX was a long-wheelbase Mark 6 Transit, W465TGX was a short Mark 5. It was based at Bexleyheath Garage until replaced by EF05YJC (see photo 1302) in 2005.

Photo 1362, by **Alan B Cross**, added to LTSV on 03/06/2006.

Another classic Alan Cross picture shows Austin LD 1-ton van at an unknown location in November 1964. The vertical feature just ahead of the door handle contains the semaphore indicator arm. Note also the brackets for an allocation plate behind the cab door.

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Comment by **Ray** on 09/06/2006: Could this be Gardiners Corner, Aldgate?



Photo 1363, by **Alan B Cross**, added to LTSV on 03/06/2006.

One of the first batch of Ford Thames Trader lorries bought by London Transport, 1129F was fitted with a dropside body and expanding tilt cover. In this view taken at Harrow, the payload suffix to the fleetnumber (1129F3) can also be seen, this using a subscript of the normal font.



Photo 1364, by **Julian Bowden-Green**, added to LTSV on 03/06/2006.

The nine Leyland Titan railway breakdown tenders bought in the 1960s were distinctive (some might say ugly!) vehicles, with bus fronts and boxy bodies. 1275LD was often based at Baker Street Station, as in this view taken on 9th April 1977. The advert frames on the bodysides were not used a great deal. Note the prominent indicator brackets.



Photo 1365, by **Julian Bowden-Green**, added to LTSV on 03/06/2006.

The only thing in this picture that remains today is the tower block in the background, and hopefully the chap repairing 1390F! In the yard at Chiswick Works in the early 1970s, the Ford D300 distilled water tanker is to the fore. This was one of a number of service vehicles that were first registered in 1970 when trade-plate rules were changed. 1390F had actually been delivered in November 1966 as one of the first D-series taken by LT. Due to its specialised role it was destined to last until 1983, by which time its cargo was no longer required for bus batteries. Amongst the vehicles in the background is one of the AEC Regal uniform issue buses.

Comment by *Kim Rennie* on 03/06/2006: Also of interest the RF to the left with an "open" LT roundel. Was this a staff bus? I never knew of any so-fitted in the passenger fleet.

Comment by *Ray* on 03/06/2006: Staff bus RF314 was the only known example.

Photo 1366, by **Ray Monk**, added to LTSV on 11/06/2006.

Metrobus Ford Transit van 9011 (erroneously recorded as a Transit Connect both here and in SUP15B) is used by the engineering department and carries this unique livery of white with a red stripe. It is fitted with a roof light-bar and was seen at Croydon depot on 4th June 2006.

Photo 1367, by **Ray Monk**, added to LTSV on 11/06/2006.

This Ford Transit van was found at the Therapia Lane Tramlink depot on 4th June 2006 and is evidently connected in some way with London Transport. It could be operated by Tramlink themselves (although they officially have a white on green roundel), or by a contractor, and the roundels may have been applied to avoid attention by traffic wardens! T63EJM is a high-roof, long-wheelbase Mark 5 Transit.

Photo 1368, by **Damon Cross**, added to LTSV on 11/06/2006.

This picture taken from the gate at Griffith House on 4th June 2006 shows several regular residents, although it will be noted that all are Ford products. The crew-cabbed Transit at the back is dropside truck 5145F, while alongside is anonymous Transit Connect KJ55WPP. This has been noted several times at this location and the adjacent Edgware Road Station, and the registration number is in series with many numbered vehicles. Notable is that the high-roof Transit Connect is almost the same height as a standard Transit, while this vehicle also has a roof-rack. Almost hidden are Ford Escort van 5162F and newly arrived Transit Connect 5901F (note the lower roof height above the cab door), while nearest the camera is standard Transit 5692F.

Photo 1369, by **Damon Cross**, added to LTSV on 11/06/2006.

The penultimate member of the 2005/2006 batch of LBSL Mercedes-Benz Sprinter vans to be illustrated on this site is 5808M, found here on the ramp at Victoria Coach Station on 4th June 2006. Only 5800M, reportedly based at Thornton Heath, has so far escaped photographing.



Photo 1370, by **Ray Monk**, added to LTSV on 11/06/2006.

This very interesting vehicle was photographed by Ray Monk at Eltham Station on 7th June 2006. Smart car HN05UOJ is reportedly on a 4 week assessment by the infrastructure unit of London Buses, following which a similar car will probably be formally taken into stock.



Photo 1371, by **Damon Cross**, added to LTSV on 28/06/2006.

I'm sure Damon didn't intend me to publish these photos when he submitted them, but I think they nicely capture just some of the difficulties faced by service vehicle photographers! As Big Bus Co Vauxhall Movano LD04SYG hurries around Trafalgar Square on 18th June 2006, it manages to hide behind various other vehicles. Even when other traffic is not an issue, you can come across suspicious or even abusive drivers. Parked vehicles are not much easier, with inconsiderate fences and trees to take into account, as well as the attentions of security guards and passers-by when you lift a camera anywhere away from the tourist areas. So, a big thanks to all our intrepid contributors!



Photo 1372, by **Colin Lloyd**, added to LTSV on 28/06/2006.

Arriva the Shires won four LBSL bus routes on tender in June 2006, the focal point for which was Golders Green. As the nearest Shires garage was at Garston, crew ferry vehicles were a must. These appeared as four Ford Fiesta cars, including 1380 (NA04NDL) seen here at Golders Green on 13th June. The fleetnumber is carried near the fuel filler cap towards the rear.



Photo 1373, by **Ray Monk**, added to LTSV on 28/06/2006.

Arriva the Shires took over LBSL route 268 together with the Hampstead Garden services H1, H2 and H3 in June 2006. To serve these, four crew ferry Ford Fiesta cars were acquired, three of which carried white livery like 1378 (NC04LHB) seen here. The fourth vehicle, silver 1379 (NC04XFW), can just be seen in the background, together with what looks like an Optare Solo bus and a pair of locals enjoying the short-lived heat-wave.



Photo 1374, by **Ray Monk**, added to LTSV on 28/06/2006.

Another vehicle found by Ray at Golders Green on 13th June 2006 was London Sovereign Ford Transit Van R128VOB. This ex-British Telecomm vehicle retains their light grey livery and distinctive roof racks, while the new fleetnames are in an indistinct yellow. The London Sovereign name is likely to disappear with the rebranding of parent London United's vehicles as Transdev.



Photo 1375, by **Ray Monk**, added to LTSV on 28/06/2006.

Metroline replaced a large fleet of second-hand taxis used in the crew ferry role with brand new VW Transporter minibuses in 2004. Among these was RF54MTK seen here near their Kings Cross depot on 20th June 2006. Although the taxis carried large fleetnumbers and company logos, the replacements are sadly anonymous



Photo 1376, by **Ray Monk**, added to LTSV on 28/06/2006.

Here are some more service vehicles that look anything but. Leaving the Kings Cross depot of Metroline on 20th June 2006, these two VW Transporter minibuses are in fact used in the crew ferry role. Light blue RJ54EXG leads dark blue RF54MTO.



Photo 1377, by **Ray Monk**, added to LTSV on 28/06/2006.

A new base opened recently can be found at Carlisle Lane, under the arches of the approach to Waterloo Station. This appears to be used by TfL Streets, which is now covered by this site as some of their vehicles are numbered. Illustrating this nicely is this view taken on 13th June 2006. To the fore is un-numbered VU05NPD, a Ford Focus estate car. Behind this is 5774F, a Ford Transit Connect van. Both carry silver livery with blue TfL lettering and roundels, and both have light-bars. Lurking inside is CCTV Smart Car EJ55MPV.



Photo 1378, by **Ray Monk**, added to LTSV on 28/06/2006.

Another picture taken at Carlisle Lane, this time on 14th June 2006, shows a pair of TFL Ford Focus estate cars, with VK05WEV nearest the camera. Visitors should note that it is not unusual to find this location empty. Or am I just unlucky?!



Photo 1379, by **Ray Monk**, added to LTSV on 28/06/2006.

This curious vehicle is a Smart Car, a type that has also recently been trialled by London Buses. This example, seen at Carlisle Lane on 13th June 2006, is EJ55MPV, operated by TfL Streets as a CCTV Enforcement vehicle. Fitted with digital cameras, GPS and ANPR (Automatic Number Plate Recognition) equipment, it is believed to be used to patrol the congestion charging zone.



Photo 1380, by **Ray Monk**, added to LTSV on 28/06/2006.

Although several vehicles have now been seen in this silver livery with blue lettering and rear chevrons, only two have so far been noted with "proper" service vehicle fleetnumbers. Both are Ford Transit Connect vans, this one being 5774F. On 16th May 2006 it was found at New Cross Gate.



Photo 1381, by **Ray Monk**, added to LTSV on 28/06/2006.

5774F and 5776F are (so far) the only TfL Streets vehicles numbered in the SV series. The latter was found at Carlisle Lane on 16th June 2006.



Photo 1382, by **Ray Monk**, added to LTSV on 28/06/2006.

Before the adoption of silver livery with blue lettering, TfL Streets vehicles carried a white livery with an orange stripe, and a grey and blue roundel. Details of these vehicles will shortly be added to the database on this web site. In the meantime, here is a view of their Land Rover Discovery OV53NRK at Eltham on 14th June 2006.



Photo 1383, by **Ray Monk**, added to LTSV on 28/06/2006.

LS04NXA is a TfL Streets Vauxhall Zafira car, seen inspecting roadworks on Blackfriars Road on 13th June 2006.



Photo 1384, by **Ray Monk**, added to LTSV on 28/06/2006.

London Central renewed its engineering support van fleet in 2005, Peckham garage acquiring Ford Transit ET05GXG. On 19th June 2006, this was found at Aldwych, attending to a poorly PVL. As the inset shows, these new vans operate without any lettering.



Photo 1385, by **Colin Lloyd**, added to LTSV on 28/06/2006.

A vehicle that has evaded our collective cameras for a while is LBSL Passenger Data Ford Transit minibus 5540F. Colin managed to catch it on Victoria Street on 7th June 2006. Note the curious mid positioning of the light-bar, and also the small yellow sticker on the bumper. This shows a 4, and possibly relates to passenger survey jobs. An identical sticker also appeared on earlier vehicle 4524F (see photo 767).

Photo 1386, by **Colin Lloyd**, added to LTSV on 28/06/2006.

London United seem to like using ex-BT vehicles, and many retain their grey livery. A typical example is HH9 (P331NOA), seen at Hatton Cross Station on 13th June 2006. As the fleetnumber suggests, this is used as a crew ferry vehicle from the Hounslow Heath depot inherited from Westlink. The HH code also appears on the bus in the background. Note how the yellow transfers are ideal against red but not so great on light grey!

Photo 1387, by **Damon Cross**, added to LTSV on 28/06/2006.

Although many of London United's crew ferry vans retain BT grey they are at least neatly lettered, with logos and fleetnumbers. Whether these are rebranded Transdev remains to be seen. At Hatton Cross on 28th April 2006 are two Ford Fiesta vans, HH4 (V983KJW) and HH8 (P822LOF). Another clue to the vehicle's origins is in the registrations. For some years, BT has registered the majority of its vehicles in Birmingham. JW and OF are both Birmingham codes.

Photo 1388, by **Malcolm Conway**, added to LTSV on 28/06/2006.

This picture shows some new things and some old things. Vauxhall Bus Station has been open a while now but stills look ultra-modern, while the Plaxton President bus (could be a PDL or a PVL) has recently been fitted with an internal TV on the upper deck. (These things are great on long journeys. You can watch the same adverts and "entertainment-info-mercials" over and over again while having your outside view obstructed. To be fair, this installation looks fairly unobtrusive).

The old item is route number suffixes. The 77A was the last in a very long line of suffixed routes and finally got changed to a plain ("un-confusing") 87 in June. Does it now go via Becontree Heath though?!

Oh, I almost forgot the SV. Still fairly new, Mercedes-Benz 5801M is presumably based somewhere in inner or South London. Pic taken on 31st May 2006.

Photo 1389, by **Malcolm Conway**, added to LTSV on 28/06/2006.

London United Ford Transit van V172FPX had been based at Fulwell garage but was seen at Hounslow on 31st May 2006. It carries the original Transdev logo alongside the company name, although the former appears incomplete.



Photo 1390, by **Damon Cross**, added to LTSV on 28/06/2006.

Yet another place to sometimes find LBSL vans is Clapham Junction (Falcon Road), seen here on 18th June 2006. 5587F is a Ford Transit. Yawn! However, note the rear notice. Many LBSL vans carry these to show their "territories", this one reading "Network Operations, South Region Response Vehicle, Merton and Wandsworth".

Another point of interest illustrates the growth of bus usage. Both the 295 and C3 were operated by midibuses until fairly recently.



Photo 1391, by **Ray Monk**, added to LTSV on 01/07/2006.

Here is another seemingly innocent picture about which a lot can be said! The rear half of what is now London United's Fulwell garage has seen a variety of uses over the years, most recently as the base for the Travel London operations taken over from Tellings Golden Miller. Since November 2005, the yard has also been host to vehicles of new operator NCP Challenger, who took over route 33 and therefore required a new terminal point (when London United ran this route they naturally laid over in the front yard).

With several NCP and Travel London buses in the background, this photo shows NCP's Vauxhall Combo van LR03MTX leaving the yard on 28th June 2006. This van is used for engineering support. Two similar vans used for crew ferry duties carry a plain white livery. It is notable that the registration series is very similar to that of several Vauxhall Combos in the LUL fleet. Perhaps they are leased from the same company. Finally, also in the background can be seen one of the Travel London (ex-TGM) Mercedes-Benz Sprinter minibuses in the T57xFFC range.



Photo 1392, by **Ray Monk**, added to LTSV on 01/07/2006.

The old tram depot at Fulwell is now referred to by Travel London as their Twickenham Depot, as seen in this picture taken on 28th June 2006. Leaving the yard is one of several vehicles inherited from Tellings Golden-Miller in the shape of Ford Tourneo minibus T993SUF.



Photo 1393, by **Ray Monk**, added to LTSV on 01/07/2006.

Now this is a bit of a puzzle. Travel London took over the bus operations of Tellings Golden-Miller in June 2005 and were fairly quick to replace the fleetnames on vehicles. So this vehicle leaving the Twickenham (formerly Fulwell) depot on 28th June 2006 is a bit of an anomaly. Perhaps Mercedes-Benz Sprinter van KP52CPN is actually operated by the coaching remains of TGM, some of which are believed to have operated from Fulwell after the take-over. Can anyone provide more info?

Comment by *Ray* on 02/07/2006: TGM coaches were still using the yard at the time of the photograph.



Photo 1394, by **Ray Monk**, added to LTSV on 01/07/2006.

Two for the price of one at Fulwell/Twickenham on 28th June 2006. Leaving the yard in convoy are Mercedes-Benz Vito minibus RO52UVV of NCP Challenger and Sprinter minibus T577FFC of Travel London (ex-TGM). Once again the registration of the NCP vehicle is similar to a CDS one, in this case Vito van 5433M (RO52UWA).



Photo 1395, by **Ray Monk**, added to LTSV on 01/07/2006.

Menzies is a name that may not be familiar to many enthusiasts (except as the place you used to buy your magazines!) However, for the past few years they have operated a fleet of rigid and articulated Scania buses on two distinct but related services at Heathrow. The first is for construction staff working on Terminal 5, while a public service is run to replace the tube service to Terminal 4 (as seen in the background here). The first service vehicles reported working for them were a pair of Citroen Xsara (not Renault Megane) Picasso cars, one of which was seen at Hatton Cross Station on 28th June 2006.

Comment by *Ray* on 02/07/2006: If Tom has now moved to support France in the World Cup then he should realise that this is a Citroen not a Renault.

Comment by *Thomas Young* on 04/07/2006: Ah yes, it's a Citroen Xsara rather than a Renault Megane! Thanks for pointing that out.

Photo 1396, by **Ray Monk**, added to LTSV on 01/07/2006.

A compilation view of just some of the many Vauxhall Combo vans used in the crew ferry role by Arriva. All of those shown are run by Arriva London North, who apply large fleetnumbers to the fronts of their fleet. The main image shows their 41 (AV53CTX) resting in the evening sun outside Stamford Hill Garage on 11th May 2006. The inset pictures were all taken on 22nd June 2006 and show (from top) 5 (W486MJU) at Edmonton, 38 (AY02NVL) at Angel Road and 31 (YD52CUO) in Tottenham Garage. No 5 shows the original design of Combo van which was subsequently improved.

Photo 1397, by **Ray Monk**, added to LTSV on 01/07/2006.

London United service vehicles can often be found at Hatton Cross Bus Station, particularly those performing crew ferry runs to the garage at Hounslow Heath. Present on 28th June 2006, and carrying the HH code assigned to this base, Ford Escort van LD51LCM is a fairly recent addition to the fleet. The presence of a roof beacon light suggests that this may be an engineering support or route control vehicle rather than a crew ferry.

Comment by *Ray* on 02/07/2006: The photograph was taken as a controller's van (it will be at Hampton Court during the Flower Show).

Photo 1398, by **Damon Cross**, added to LTSV on 01/07/2006.

Damon found this unmarked Ford Escort van (LC51UUP) at Hounslow Garage on 18th April 2006, and it is now thought to be a London United vehicle given that a similar vehicle has been seen at Hatton Cross. Any sightings of this vehicle with lettering or fleetnumbers would be appreciated.

Photo 1399, by **Ray Monk**, added to LTSV on 01/07/2006.

Based at London Central's Camberwell Garage, but devoid of lettering when photographed nearby on 3rd May 2006, this Ford Transit is an example of the relatively rare mid-height short-wheelbase T260 model.



Photo 1400, by **Ray Monk**, added to LTSV on 01/07/2006.

East Thames Buses use a variety of former Dial-a-Ride minibuses as service vehicles, mainly for crew ferry duties but also, as seen here, for engineering support. Mercedes-Benz 609D minibus M924COY was originally numbered 31 in the Central London Dial-a-Ride fleet, being renumbered E103 and repainted from red to white when it was transferred to the service fleet. As can be seen in this view of it leaving the Mandela Way base on 4th May 2006, it has also been treated to flashing roof lights and obscured windows.



Photo 1401, by **Colin Irving (JBG Collection)**, added to LTSV on 01/07/2006.

Although this picture appeared in the original SUP15 book back in 1978, it has been reproduced here as it is the only known photo of an L-class Lister garage sweeper. L20 was seen working at Enfield Garage on 28th May 1977.



Photo 1402, by **Julian Bowden-Green**, added to LTSV on 01/07/2006.

Garage sweepers were rarely photographed and were often hidden away out of sight. Although basking may not be the right word, this example seen at Chiswick Works on 28th July 1977, is certainly not hidden. With its motor casing and seat removed, the identity of this sweeper is unknown.



Photo 1403, by **Damon Cross**, added to LTSV on 01/07/2006.

Fortunately, at least one RL-class Reliance garage sweeper has been preserved, and it may or may not be RL92 (see the recent article for more details). Damon found this vehicle hidden away in the Cobham Museum on 18th June 2006. This view shows the controls rotated away from the driving position.



Photo 1404, by **Damon Cross**, added to LTSV on 01/07/2006.

A close-up of the back-half of sweeper RL92 at Cobham on 18th June 2006 shows the main water tank and some of the rudimentary controls. Note the excellent all-round visibility from the "cab"!



Photo 1405, by **Damon Cross**, added to LTSV on 01/07/2006.

Garage sweepers are still in use in the 21st century, although even fewer details of these are available. Seen at the Stagecoach Stratford depot on 4th April 2006, this example appears to have been made by PowerBoss.



Photo 1406, by **Ray Monk**, added to LTSV on 04/07/2006.

TGM operated two of these camper-van looking Ford Transits, being based on high-roof, short-wheelbase models with additional "sleeper" windows. At least N365HLA survived to be taken over by Travel London and it was seen at their Twickenham base on 28th June 2006, still carrying TGM white/blue/yellow livery. It is not known when the fleetnumber (13 on the bumper) was added. Note that the blue dome is in fact part of the depot gates.



Photo 1407, by **Thomas Young**, added to LTSV on 04/07/2006.

Some ex-service vehicles are easy to spot, like this one found in Bedford Avenue (off Tottenham Court Road) on 24th June 2006. Originally 2503F in the CDS fleet, it was one of relatively few Transit-sized vehicles numbered in the owned series at that time. One thing that does not show up very clearly is that this minibus retained black legal lettering for London Regional Transport when seen, although most other lettering had been removed.

Photo 1408, by **Damon Cross**, added to LTSV on 04/07/2006.

This van surprised Damon coming out of Merton garage on 30th June 2006, although he managed to catch this snap of it speeding away. Although its current ownership or operator is not known, it was certainly an SV in the past. Part of a batch of 10 high-roof Transit vans delivered in January 1993 and numbered in the owned series as 2512F-2521F, K208RLO became 2517F. Most were allocated to the commercial advertising department at Jamestown Road, and all had left the fleet by the end of that year, presumably when this section was sold to TDI. It would be ironic if, some 13 years later, it has returned to being a service vehicle.

Photo 1409, by **Damon Cross**, added to LTSV on 04/07/2006.

Although this vehicle has been illustrated before, this view taken outside Charing Cross Station on 2nd July 2006 shows a couple of features more clearly. First is the legal lettering for Tube Lines Limited on the skirt panels toward the front. The exact reason for this is unknown but is presumably connected with the vehicle being registered as a PCV. Secondly, this shot highlights the extreme length of the extended minibus variant, probably comparable in capacity to something like a GS or Bedford OB.

Photo 1410, by **Damon Cross**, added to LTSV on 04/07/2006.

Now here is something really different, although still based on a Ford Transit. Seen at Trafalgar Square on 2nd July 2006, this Tube Lines-liveried van carried no fleetnumber, but has extensive lettering for its role as Mobile Control Centre for the Permanent Way Projects section. As well as two light-bars it has a roof-mounted air-conditioning unit and what appears to be a roll-out awning on the nearside. More information or sightings of this vehicle would be appreciated.

Comment by *Thomas Young* on 11/03/2007: Now known to be numbered 5727F

Photo 1411, by **Damon Cross**, added to LTSV on 04/07/2006.

Another view of un-numbered KF05MUO heading towards Whitehall on 2nd July 2006 again shows what appears to be a folding canopy on the nearside as well as the chevrons on the rear. A van with similar large lettering has been seen at Stratford Market tube depot and may well be this one.



Photo 1412, by **Alan B Cross**, added to LTSV on 15/08/2006.

Although this picture has been published elsewhere it is interesting for showing what was a unique combination in the London Transport Service Vehicle fleet. 1310KB was a Karrier Bantam prime mover bought in 1964 and habitually used, as here, with Carrimore shelter carrying semi-trailer C21. The mismatched-looking pair lasted until 1972, after which their role was performed by King semi-trailer K1 and one of several Ford D-series prime movers. Just two other Karriers were bought by London Transport, although 10 were inherited from or ordered by the LCCT prior to 1933. The other pair were both battery lorries, comprising Bantam 1303KB and larger Gamecock 1404KG.

When seen outside Chiswick Works on 14th September 1966, 1310KB appears to have been used for the slightly less arduous duty of shifting signs used at the Epsom Derby.

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Photo 1413, by **Alan B Cross**, added to LTSV on 15/08/2006.

A nice portrait of Austin LD 1-ton van 1333AS in the familiar (but now unrecognisable) setting of Eccleston Bridge, Victoria. This van was new in November 1964 and had a fairly normal life until February 1973 when it was sold to LCBS. As with many of the SVs sold to LCBS after its formation, it did not last long, being sold on in November that year. Interestingly, LCBS did bother to renumber it into their own SV series (as 15A) in August. Reproduced by kind permission of Alan Cross. Copyright.



Photo 1414, by **Julian Bowden-Green**, added to LTSV on 15/08/2006.

Another instantly recognisable location is the interior of Stockwell bus garage, still going strong in 2006. The same cannot be said for any of the vehicles visible here, including Ford Thames Trader 1/2-tilt dropside lorry 1344F. New in 1964, this was one of several vehicles to have run on trade plates until a legislative change in 1970. They were then given numbers in the AML/H range, thus disguising their true age. 1344F survived until 1977.

The other vehicles include one of the Leyland Titan breakdown tenders, a Fleetline bus off the original 181 route, and an AEC Swift.



Photo 1415, by **Julian Bowden-Green**, added to LTSV on 15/08/2006.

The first Ford D-series lorries bought by LT arrived in Spring 1966 and included 1387F seen here outside Stockwell Garage in May 1977. It carries a H-suffix registraton rather than the expected C-suffix as it ran on trade plates until 1970. Note the framework to support the 1/2-tilt canvas cover, and also the fact that the front half of the bodysides are fixed, with the back half fitted with dropside doors.



Photo 1416, by **Julian Bowden-Green**, added to LTSV on 15/08/2006.

An early unique Ford D-series was the Lifts and Escalators department's 1514F, seen here at Parliament Square in March 1978. This lorry had a short chassis, and a crew-cab, which meant that the actual bodywork was extremely short. As with most subsequent trucks used by this department, a large tail-lift was also fitted. Note that it carries the short-lived green roof variation of the standard grey livery, and has also had its front grille and bumper painted grey. These were usually white on new D-series.



Photo 1417, by **Julian Bowden-Green collection**, added to LTSV on 15/08/2006.

The first Ford Transits were bought by LT in 1966, but this batch was transferred to LCBS in 1970. Larger numbers of Transits followed from 1969, including 1543F, new in November. The location of this shot is unknown, although it could be New Cross, where 1543F was initially allocated. This view has been included as it shows the rear of what was a very common type.



Photo 1418, by **Julian Bowden-Green**, added to LTSV on 15/08/2006.

Another Ford D-series shows a more common configuration for LT. 1582F was new in April 1970 and was described as a 5-ton Double Dropside Bolster Lorry. The bolster framework behind the cab was to permit the carrying of over-length loads such as lamp-posts. As this view shows, the lorry also had a crew-cab and tail-lift, and it was allocated to Parsons Green. The railway wagon alongside suggests that the picture was taken elsewhere, perhaps at Lillie Bridge or Acton. Note the white grille, and also the twin fog-lamps commonly specified at the time.



Photo 1419, by **Julian Bowden-Green collection**, added to LTSV on 15/08/2006.

London Transport had its own Food Production Centre at Croydon, from where a fleet of trucks ferried produce to LT's many staff canteens. These trucks were usually maintained at Thornton Heath bus garage and, in the grey era at least, carried unpainted metal bodywork. This can clearly be seen on seemingly new Ford D500 5-ton insulated truck 1636F, as can the roller-shutter side door typically specified and some of the internal racking. New in May 1971, 1636F lasted until October 1979.



Photo 1420, by **Julian Bowden-Green collection**, added to LTSV on 15/08/2006.

The Ford D-series covered quite a range of options, the heavier models having larger engines and wheels. The latter are apparent in this rear view of D1000 10-ton dropside bolster lorry 1656F. The location is unknown but maybe Parsons Green, from where 1656F and many similar vehicles were used by the Works and Building department. As can be seen, the heavy loads have caused the side doors to bow outwards. Note that the bolster has end extensions to prevent loads slipping sideways.

Comment by *Ray* on 15/08/2006: It is Parsons Green with Harbledown Road behind. Many a Saturday morning as an 11/12 year-old I spent climbing the walls of the flats to look over into the yard! Eventually I plucked up courage to ask the gate-keeper (after 1pm of course) and it was open house from then on.



Photo 1421, by **Julian Bowden-Green collection**, added to LTSV on 15/08/2006.

Saloon cars (as opposed to Estates) were very rare in the numbered service vehicle fleet, most being taken into the un-numbered private pool. Among a few exceptions were four Ford Escorts bought in 1971 and painted in the then standard grey livery. 1675F was one of these and lasted until 1978. Cars and light vans bought from 1972 carried red livery.



Photo 1422, by **Colin Lloyd**, added to LTSV on 20/08/2006.

C117UPK was one of four Renault Traffic minibuses acquired by Bus Engineering Ltd for use as staff transports (thus replacing some of the famous RMA buses). On 16th November 1988 it was apparently on hire to London Underground, and was photographed outside Wembley Park Station.



Photo 1423, by **Colin Lloyd**, added to LTSV on 20/08/2006.

The 1980s Ford Escort van came in two varieties, the rarer of which is seen here. This is basically the estate car shell without windows. Most vans had a more vertical rear. The operator is the original Sovereign Bus and Coach Co, formed from the split of London Country North East. Carrying a silver and blue livery that may indicate it was acquired with the Welwyn Hatfield Line bus company, the van was seen at Stevenage on 29th March 1990. As with most vehicles operated by this company, localised fleetnames are carried.

Comment by *Adam Floyd* on 19/06/2010: This version I believe was called the Escort Combi.



Photo 1424, by **Colin Lloyd**, added to LTSV on 20/08/2006.

One of four Leyland-DAF 400 vans acquired by Centrewest in the late 1980s, F812SLU was allocated to Uxbridge, where it was seen on 7th December 1989. It is believed that this van was later repainted in a diagonal yellow and blue livery similar to that carried by the buses dedicated to route A10 (also operated from Uxbridge).



Photo 1425, by **Colin Lloyd**, added to LTSV on 20/08/2006.

Hardly standing out from the crowd, this Ford Transit Dropside truck was nevertheless part of the County Bus fleet based in the North East home counties. It was seen at Hatfield Garage on 17th June 1989.

Photo 1426, by **Colin Lloyd**, added to LTSV on 20/08/2006.

London and Country received two new Ford Transits in 1990, this being the dropside example, numbered A11. It was seen at Reigate Garage on 14th April 1991.

Photo 1427, by **Colin Lloyd**, added to LTSV on 20/08/2006.

Many bus companies have had liveries designed by Ray Stenning's Best Impressions, and they certainly tend to stand out as being smarter than most. London & Country was an early example and the colours are seen here on Vauxhall Midi van J741FAB in Epsom on 2nd June 1993.

Photo 1428, by **Thomas Young**, added to LTSV on 20/08/2006.

Not previously shown, this is another of the Stagecoach taxis seen at Stratford garage on 25th June 2005. It carries the red version of the livery and a truncated form of its national fleetnumber 92103.

Photo 1429, by **Colin Lloyd**, added to LTSV on 20/08/2006.

The six Ford vans in the K78xMGK series acquired by London General were all allocated matching fleetnumbers in the LGFx range. This is therefore LGF3, although the number does not appear to be carried. As the lettering shows, this was allocated to Merton garage, and it was seen at Wimbledon on 15th February 1997.



Photo 1430, by **James Mair**, added to LTSV on 20/08/2006.

The six Ford Transits in the K85xMGT series are curious in that they were divided among two of the privatised bus companies. It is possible that they were ordered by CDS before the split. K851MGT was one of three that ended up with Metroline (via London Northern), and was seen at Potters Bar Garage.



Photo 1431, by **James Mair**, added to LTSV on 20/08/2006.

Brent Cross was the terminus of several routes operated by Thorpes and hence visited by their crew ferry vehicles. Taken before the Metroline takeover, this view shows Dart S538JLM and Renault minibus K177SLY. The KxxxSLY series is believed to be used for re-registrations rather than from new so it is possible that this vehicle earlier carried one of the KxxxFET select marks.



Photo 1432, by **Colin Lloyd**, added to LTSV on 20/08/2006.

Speedlink Airport Services is another one of those operators with a very complicated history. Suffice to say it is included here as it derived from the South West segment of London Country. Spotted at Heathrow Central Coach Station on 30th October 1993 was L848SFG, a Toyota Hiace minibus in full livery and presumably being used as a crew ferry. The coach behind also has LCBS connections, being an early Leyland Tiger acquired from National London before passing on to the Berks Bucks Bus Co (Bee Line).



Photo 1433, by **Ray Monk**, added to LTSV on 20/08/2006.

This picture shows two aspects of the East Thames Buses operation. First is the use of former Dial-a-Ride minibuses in the crew ferry role. Most were renumbered in the E10x series which leads us to believe that this example has not been completely lettered yet. The second aspect is the open and shared nature of the Mandela Way base. Seen on 22nd May 2006.



Photo 1434, by **Thomas Young**, added to LTSV on 20/08/2006.

Are you in this picture?! During the Stagecoach open day at Waterden Road on 25th June 2005, crew ferry taxi 92105 (M154TMU) made a couple of visits. Note the condition of the front panels.



Photo 1435, by **Ray Monk**, added to LTSV on 20/08/2006.

One of three Scottish-registered Land Rover Defenders allocated to the Arriva base at Barking, M984WES was photographed (with permission) on 5th May 2006. The reason for their allocation here is still unknown.



Photo 1436, by **Damon Cross**, added to LTSV on 20/08/2006.

The Ford Courier Kombi was a curious vehicle, being based on a van derived from the Fiesta car. Many were converted as wheelchair carriers, though this is presumably not one of them! Armchair 4 (N831NUG) was seen at the Mortlake terminus on 22nd June 2005.



Photo 1437, by **Ray Monk**, added to LTSV on 20/08/2006.

Since Metrobus took over some more Lewisham-based routes in March 2006, one of the car bays at the bus station there is often host to one of their Ford Transit Connect crew ferry vans. On 18th July 2006 Metrobus 9003 (GU53MKJ) was present, along with East Thames Buses Vauxhall Astra estate V424LCX.



Photo 1438, by **John Lloyd-Martin**, added to LTSV on 20/08/2006.

With its own reserved space at Enfield Garage, V736GBK is a rare example of a Vauxhall Vectra estate car, seen on 2nd October 2005. The vehicle in the background is an East Lancs-bodied Dennis Dart liveried for a police campaign.



Photo 1439, by **Ray Monk**, added to LTSV on 20/08/2006.

Although taken over by Metroline in the same year as Thorpes (2004), the Armchair identity has remained relatively separate. Their Y562WGC is a Ford Escort van with light bar, seen near the operating centre in Commerce Road, Brentford on 29th July 2006. The logo reminds me of a restaurant's, looking like a place setting from a distance. Armchair dinners?!



Photo 1440, by **Ray Monk**, added to LTSV on 20/08/2006.

Can I be forgiven for adding five pictures of white Arriva Vauxhall Combo vans in one month? This is London North crew ferry van 18 seen at the Barking (Dagenham) base on 5th May 2006. The black square towards the rear is probably a bar-code or scanner plate for logging fuel usage.

Photo 1441, by **Damon Cross**, added to LTSV on 20/08/2006.

Now, who do we know that likes white Vauxhall Combo vans? Seen at Uxbridge Bus Station on 12th May 2006, this van is almost certainly being used by Arriva the Shires as a crew ferry for route U9 (operated by Garston garage).

Photo 1442, by **Damon Cross**, added to LTSV on 20/08/2006.

With roof-lights and orange logos, this Vauxhall Combo van seen at Arriva's Croydon garage on 1st October 2005 is presumably an engineering support vehicle.

Photo 1443, by **Damon Cross**, added to LTSV on 20/08/2006.

Alongside a large fleet of Vauxhall Combo vans used as crew ferry vehicles, Arriva also operates similar vans in the engineering support role. These often carry an orange version of the Arriva logo (as opposed to the normal blue), and some also have reflective striping. Roof lights are also an indicator of an engineering vehicle. WR51DZG at Thornton Heath on 28th March 2005 shows two of these three features.

Photo 1444, by **Damon Cross**, added to LTSV on 20/08/2006.

Barking garage is more enthusiast friendly than most, with three doors to peer through as well as a large yard. Seen inside on 19th March 2005 were three of Stagecoach's service vehicle fleet, with unbranded Ford Focus Estate 90728 (OU02OOC) to the fore. Similar 90710 (Y802ULD) was parked behind, while new Ford Transit Connect van 95082 (RL54KYN) can be seen in the background.



Photo 1445, by **Damon Cross**, added to LTSV on 20/08/2006.

This Ford Transit dropside truck has been a regular resident of London Central's Camberwell Garage in recent years. However, it uniquely carries lettering just for the parent Go-Ahead group, rather than the actual operator. This may be to allow inter-operability with London General and Metrobus, or it could have originated with another group bus or rail operator. It was seen at its new home on 21st January 2005.

Comment by *slr* on 10/07/2007: This is the stores van, it delivers items between engineering departments of the garages throughout London Central/General. Nothing to do with any other Go-Ahead subsidiary and is permanently based at Q and driven by their stores staff.



Photo 1446, by **Ray Monk**, added to LTSV on 20/08/2006.

In a bid to illustrate all the Metrobus crew ferry vehicles on this site, here come three more pictures, starting with Transit Crew Van 8012 at Addington Interchange on 4th April 2006. Unlike most examples, this one carries its full fleetnumber on the side. The car behind is MA02HOH of First London.



Photo 1447, by **Ray Monk**, added to LTSV on 20/08/2006.

Another Metrobus Ford Transit Crew Van, this time at Eltham on 16th April 2006. The last digit of the fleetnumber is carried in the windscreen. Note that the Metrobus crew vans have additional windows on both sides. Many of the LUL crew vans had just a nearside window, although a series of conversions seems to be taking place.



Photo 1448, by **Colin Lloyd**, added to LTSV on 20/08/2006.

Another Metrobus crew van, again displaying just the last digit of the fleetnumber in the windscreen. 8006 was seen in Bromley on 21st April 2006.



Photo 1449, by **Ray Monk**, added to LTSV on 20/08/2006.

Perivale never had a bus garage under London Transport, but now it has two, albeit both operated by Metroline. The Perivale West base (code PA) on Horsenden Lane South was inherited with the Thorpes operation, while Perivale East (PV) on Alperton Lane, was acquired to replace existing premises and allow for expansion. This picture taken at the latter location shows un-branded Metroline Volkswagen Transporter minibus RL04KPZ leaving on 29th July 2006. Several similar vehicles are used on crew ferry work, and all carry different factory-applied colour schemes. Does anyone know the significance of the big gun on the left? Ironic, as the SV livery appears to be gun-metal!



Photo 1450, by **Ray Monk**, added to LTSV on 20/08/2006.

A pair of Arriva Vauxhall Combo vans parked outside the Barking operating centre on 8th August 2006 show some variations in the liveries. The rear vehicle, with blue logo and large fleetnumber, is a crew ferry van. The one in front has an orange logo and no lettering, and is thought to be an engineering department vehicle.



Photo 1451, by **Ray Monk**, added to LTSV on 20/08/2006.

Looking smart against the brightly-painted walls of Peckham Bus Station on 2nd May 2006, this is Stagecoach 90749, a Ford Focus Estate.



Photo 1452, by **John Lloyd-Martin**, added to LTSV on 20/08/2006.

Metrobus uses three Ford Galaxy cars, and the last to be illustrated on this site is 8915 (GU05HKO). Like the others, it carries a stock colour scheme, and this example has no lettering. It was photographed at Eltham Bus Station on 26th May 2006.

Photo 1453, by **Ray Monk**, added to LTSV on 20/08/2006.

With the news that Stagecoach is selling its London bus operations breaking in 2006 it is timely to show another view of fully-liveried Ford Transit Connect Van 95089 (HT05UZX) at Lewisham Bus Station on 18th July. The numbering system used is applied nationally to all Stagecoach service vehicles so will presumably change under new ownership. The name and logo may be retained for a while but presumably will also eventually change. Indeed many buses had their Stagecoach names removed within days of the announcement.

Photo 1454, by **Ray Monk**, added to LTSV on 20/08/2006.

The Thorpes name is gradually disappearing from buses in North West London following the takeover by Metroline in 2004. However, it was still being displayed by this LDV Convoy minibus seen at Brent Cross Bus Station on 5th August 2006. These vehicles are used on crew ferry runs from the relatively remote garage at Perivale West.

Photo 1455, by **Damon Cross**, added to LTSV on 20/08/2006.

London Central and London General acquired a new fleet of vans in 2005, replacing similar vehicles just a couple of years old. Among these was mid-height Ford Transit EK55DWX seen at its home base of Putney Garage on 3rd December 2005. Although no lettering is carried, the slightly-odd rear chevrons mark it out as a bus-related vehicle.

Photo 1456, by **Ray Monk**, added to LTSV on 20/08/2006.

Back in the pre-Arriva, pre-Cowie days of the British Bus group, service vehicles of London and Country, Kentish Bus and County Bus started to acquire fleetnumbers prefixed with a Y. For example, the YFB class was for ferry buses. This practice appears to have continued at least in part, hence the appearance of this van with the curious number of YVAN30. Operated by Arriva Kent Thameside, YH54XXY was a Ford Transit van used in the engineering support role and was seen here attending a broken-down Dart on route 126 at Eltham Station on 13th July 2006.

Photo 1457, by **Damon Cross**, added to LTSV on 20/08/2006.

London Buses have several parking spaces around Victoria Coach Station, the main ones being in the basement and access ramp. However, near the North exit is one further space. Found there on 30th June 2006 was the latest in a whole string of vehicles hired by LBSL. Unlike earlier vans, this one is a Peugeot Boxer, and it had an interesting application of chevrons to the rear.

Photo 1458, by **Ray Monk**, added to LTSV on 20/08/2006.

London Buses still seem to need hire vans, despite many new deliveries and few apparent disposals. This one seen on the ramp at Victoria Coach Station on 17th August 2006 may look like a Vauxhall Movano but it is not! Although the model name used is not known, this is the Nissan-badged version of the design. The fact that external signs have not been applied suggests it may have been a short-term loan. Or that LBSL had already used all its magnetic vinyl signs!

Comment by *Thomas Young* on 17/04/2009: It is/was, as somebody pointed out, a Nissan Interstar. What I have just noticed is that there is an LBSL sign but it is on the dashboard.

Photo 1459, by **Ray Monk**, added to LTSV on 20/08/2006.

With a similar vehicle apparently on order for use by London Buses, this is the second Smart car that was loaned for evaluation during 2006. Black HV55AXH replaced red and black HN05UOJ in early July, and was found in the Semley Place NCP car park (adjacent to Victoria Coach Station) on 17th August 2006. It would be hoped that the leased vehicle is given a fleetnumber, perhaps with an S suffix!

Comment by *Ray* on 03/09/2006: This car is on hire awaiting the delivery of a leased example, the evaluation having been undertaken on earlier HN05UOJ.

Photo 1460, by **Ray Monk**, added to LTSV on 20/08/2006.

This van found at Clapham Junction on 24th July 2006 was being used by Travel London, but it is not yet clear if it is an acquisition or a loan. However, it has been included here as it shows a new model that will no doubt feature in other fleets soon. Built by LDV, the Maxus model has replaced the Sherpa-derived Convoy, and it has already been produced in large quantities for the Royal Mail.

Comment by *Thomas Young* on 18/11/2006: I have added this vehicle to the database as it seems to be a long-term addition.



Photo 1461, by **Ray Monk**, added to LTSV on 20/08/2006.

This Iveco Daily van with hydraulic lift has been included as it appears to be a long-term loan or hire. It (or a very similar vehicle) was present at Acton Works on 22nd February 2006 and can just be seen in this picture. It was seen again outside the Carlisle Lane premises near Waterloo on 17th August 2006, as captured here. Such a vehicle would no doubt be useful to the Street Maintenance section who have responsibility, among other things, for road signs on trunk routes.

Comment by *Damon* on 20/08/2006: Interesting connection: The arches behind were occupied by pirate bus operators in the twenties. I think I'm right in saying 194 was occupied by Percy Frost-Smith and nearby 192 was home to Imperial Buses (not the Imperial we know today!). Liberty also ran from one of these arches. I expect there were others but I'm no expert.

Comment by *John Lloyd-Martin* on 28/08/2006: Iveco Daily AD0300U is the vehicle seen by Tom Young & I at Acton Works on 22nd February 2006.

Comment by *Ray* on 04/09/2006: Seen at Acton Works today (4/9/2006).

Comment by *Ray* on 07/09/2006: Back at Carlisle Lane this morning (7/9/2006).

Comment by *Ray* on 18/09/2006: And at Acton 18/9/2006.

Comment by *Ray* on 13/01/2007: Similar vehicles are AF53HBA (noted Old Kent Road on 09/01/2007) and AE53LHR (noted Carlisle Lane 2/11/2006).

Comment by *Thomas Young* on 14/01/2007: AD0300U and AE53LHR were added to the database a while ago (I must have forgotten to mention it!), while AF53HBA can also be added if anyone can confirm it is in use by TfL.



Photo 1462, by **Ray Monk**, added to LTSV on 20/08/2006.

A new name to this site in Summer 2006 is Telstar, who appear to have been contracted to provide engineering and recovery support to East Thames Buses. Their Ford Transit van number 19 (X485YBR) has been stationed at Lewisham Bus Station frequently since then and, as this picture taken on 31st July 2006 shows, has gained small ETB logos above the windscreen and towards the rear. Other vehicles operated by this firm have since been noticed on general haulage recovery jobs.



Photo 1463, by **Ray Monk**, added to LTSV on 20/08/2006.

Telstar was a recovery firm apparently contracted to East Thames Buses from about mid-2006. Seen at Eltham Bus Station on 8th August that year is their fleet number 12, a Scania 112M heavy recovery truck carrying the select registration B6TSR. It was preparing to tow ETB VWL34 which had been operating on the recently double-decked route 132. Note that despite the low floors, modern buses still have quite impressive clearance angles.



Photo 1464, by **Ray Monk**, added to LTSV on 20/08/2006.

Ford Transit dropside 5728F got itself mentioned on the LTSVplus forum a couple of times in summer 2006 when it was observed with Transport for London lettering in place of the Metronet branding originally carried. This picture seems to confirm that the vehicle has changed operator as it was taken at the Carlisle Lane base of TfL Street Maintenance on 17th August 2006. It remains to be seen if more vehicles are transferred (or delivered) to this operation, and what livery they will carry. By the way, Ray did a good job of capturing this image despite the highly reflective road signs stacked on the left.



Photo 1465, by **Ray Monk**, added to LTSV on 28/08/2006.

T575FFC was one of a batch of 5 Mercedes-Benz Sprinter 8-seat minibuses acquired by Tellings Golden-Miller and which passed with that operation to Travel London in June 2005. This view taken at Brentford on 19th August 2006 shows a couple of minor livery variations from similar T572FFC already illustrated. Firstly, this example retains its TGM-style fleetnumber of 875. Secondly, the lettering and logo are all red, instead of red and blue. Incidentally, the logo is formed of a W and an M, as used by the parent company Travel West Midlands.

Photo 1466, by **Ray Monk**, added to LTSV on 28/08/2006.

Here is another type of vehicle that will no doubt be seen a lot more in the future. The latest redesign of the Ford Transit has changes confined to the bonnet and front grille, but the result is a quite different looking vehicle. The first example to be noted in connection with LTSVs was this crew-cab chassis seen leaving Acton Works on trade plates on 23rd August 2006. Given that most Transit-sized vehicles are now leased and would not be likely to visit Acton prior to bodying, it seems probable that this was an example borrowed for evaluation.

Comment by *Ray* on 25/04/2010: Perhaps 6794F looks something like this?

Comment by *Thomas Young* on 25/04/2010: I doubt it somehow. Even if they acquired a plain chassis cab for training purposes, I am sure they would not bother to number it. I think the problem is that the descriptions on the official list are somewhat variable. My guess is that 6794F actually has some bodywork, perhaps an access hoist?

Photo 1467, by **Ray Monk**, added to LTSV on 28/08/2006.

Bollo Lane can be a good place to see service vehicles, and there are times when the area around the works entrance is quite busy with them. Ray managed to catch this view of a silver ERU car on 23rd August 2006 but was unable to record the registration. As the car is of a type not previously seen (Vauxhall Vectra estate) it is hoped that subsequent sightings will help identify it.

Comment by *Thomas Young* on 25/10/2006: This is believed to be LR06VZY (or an identical vehicle!) and a link to this has been added.

Comment by *Damon* on 28/10/2006: Got a couple of static pictures of this vehicle at Vauxhall ERU base this afternoon.

Photo 1468, by **Ray Monk**, added to LTSV on 28/08/2006.

The four MAN demountable lorries delivered in April 2006 proved to be quite camera-shy, and Ray was the first to capture one, on 23rd August that year. Leaving Acton Works, 2587 had body DB17 fitted. Although broadly similar to earlier MAN 2579, there are a number of differences. Being demountables, the new trucks have a tuck-under tail-lift and hence lack the large tail-board seen on 2579. There is no crane behind the cab and, although a high-level exhaust pipe is fitted, this is not as tall as 2579's.



Photo 1469, by **Ray Monk**, added to LTSV on 28/08/2006.

A smart view of Ford Transit dropside 5857F leaving Acton Works on 23rd August 2006 shows the crew-cab fitted to the majority of vehicles of this type. The mesh tail-board is also apparent.



Photo 1470, by **Ray Monk**, added to LTSV on 28/08/2006.

5904F was a Ford Focus Estate operated by Metronet and seen leaving Acton Works on 23rd August 2006. The original design of Focus Estate had raised longitudinal roof rails to which cross-bars could be attached, as seen on 5373F (see photo 356). The revised model has flatter rails requiring a different type of bar.



Photo 1471, by **Ray Monk**, added to LTSV on 28/08/2006.

This view of Mercedes-Benz Atego 2581M about to make the turn into Bollo Lane on 23rd August 2006 has been included as it shows previously unseen trailer CT37 dating from 1984. Note that this carries both a painted and a number-plate style fleetnumber.



Photo 1472, by **Ray Monk**, added to LTSV on 28/08/2006.

East Thames Buses received a further pair of Mercedes-Benz minibuses from sister company London Dial-a-Ride in 2006, to serve in the crew ferry role. These both had their DaR fleetnumbers amended with an E prefix, E72 having been D72 (and originally 042) in the North East London DaR fleet. The lettering for its previous user can still be discerned on the bonnet. It was caught at Lewisham Bus Station on 24th August 2006, passing Metrobus Dennis Trident 426, one of a rapidly diminishing number of buses used on LT services that do not carry standard red livery.

Anyone unfamiliar with the London Dial-a-Ride operation may be surprised to learn that they run a fleet of around 300 red Mercedes-Benz minibuses, mostly of the 308D and 311 Sprinter models, but also including some larger 609/611/614 types. Originally organised on a borough basis, this was later changed to regional sub-fleets (eg West London DaR) and a London-wide numbering scheme was added in about 2003. Despite all London bus services now being wheelchair accessible, the DaR fleet continues, and has recently received some silver Mercedes-Benz Vito minibuses in the D5xx range. These carry the TfL roundel more prominently and can be mistaken for SVs!



Photo 1473, by **Ray Monk**, added to LTSV on 28/08/2006.

The Infrastructure Development unit of LBSL received a number of red vans from about 2005, including at least four low-roof VW Transporter vans. 6072VW had arrived by 25th August 2006, when it was photographed on the ramp at Victoria Coach Station.



Photo 1474, by **Ray Monk**, added to LTSV on 28/08/2006.

Also found at Victoria Coach Station on 25th August 2006 was the first bodied example of the latest style Ford Transit seen. Although carrying no signs or lettering, this was presumably being used by LBSL, perhaps on hire, or on loan to evaluate the new type. As can be seen, the changes are restricted to the bonnet and headlamps, and the shape of the trim under the side window. Parked behind is one of the Transit minibuses used by the Passenger Data team.



Photo 1475, by **Ray Monk**, added to LTSV on 28/08/2006.

Another view of MAN LE14 demountable 2587 leaving Acton Works, this time on 25th August 2006. It was presumably still paired with DB17 as it was two days earlier. This view shows some further differences between these and the earlier 2579. The windscreen has a sun-shield and the blue skirt extends higher up, that on 2579 being in line with the wheelarch. The cab-roof light-bar carried by 2579 is also absent.



Photo 1476, by **Ray Monk**, added to LTSV on 28/08/2006.

Although no offside fleetnumber is visible, this is 5653F, the silver Ranger that John saw at Lillie Bridge in March 2006. As Ray's view of it leaving Acton Works on 25th August that year confirms, this example differs from most others in being fitted with a glazed hard-top.



Photo 1477, by **Ray Monk**, added to LTSV on 28/08/2006.

Although the reason why is not known, a small proportion of the fleet since 2002 has carried a plain silver livery instead of the usual white and blue. Examples have continued to arrive since then, 5820F seen here at Acton Works on 25th August 2006 having been new in about January that year. One minor point about these vehicles is that the Metronet vinyls applied are evidently designed for use on white vehicles, and hence include a white background to the LUL roundel.

Photo 1478, by **Ray Monk**, added to LTSV on 28/08/2006.

Ford Transit mid-height crew van 5414F was new in April 2003 but managed to evade our cameras until 25th August 2006, when Ray found it leaving Acton Works. Carrying standard Metronet livery, this is one of several such vans to carry an unusual type of roof rack, the purposes of which are unknown. Note the two handles extending down each side.

Comment by *Thomas Young* on 03/09/2006: I am reliably informed that the roof-rack fittings are a ladder carrier, the handles enabling ladders to be unloaded from ground level. Network Rail uses similar fittings on many of their vans.

Photo 1479, by **Ray Monk**, added to LTSV on 28/08/2006.

The level crossing on Bollo Lane is near the entrance to Acton Works and can be useful for trapping service vehicles! This one seen on 25th August 2006 was certainly worth pursuing, being the first example of a new type photographed and of a revitalised fleet number suffix. The H suffix was originally for vehicles converted from AEC NS-class buses, and the last left the fleet in 1954. Over 50 years later it reappeared on this Honda CR-V car, although two batches of Honda motorcycles had been in the un-numbered fleet since 2001. Vehicles like this are presumably being acquired to permit access to work-sites that may be 'off-road'.

Photo 1480, by **Ray Monk**, added to LTSV on 28/08/2006.

Ray's final picture from his 25th August 2006 visit to Bollo Lane was of yet another interesting vehicle. 5534VW was a 15-seat Volkswagen LT35 minibus acquired in late 2003 and reportedly based at the Central Line depot at Hainault. Unique in carrying LUL livery, several similar minibuses have been taken in red. 5281VW and 5613-5616VW are based on the shorter model (with two side windows instead of three), while Aldgate-based RO06OAG and RO06OAH have three windows but lack the offside access door.

Photo 1481, by **Damon Cross**, added to LTSV on 28/08/2006.

As has been mentioned on this site before, many LUL-related service vehicles are most active at night, being used while the tube service is suspended. Griffith House is one location where this is particularly evident, vans arriving during the evening before dispersing on jobs. Damon made a couple of visits in August 2006, capturing some great images such as this view of Metronet Ford Transit Connect van 5875F on Harcourt Street on the 22nd. Judging by the clearance on the rear wheelarch, the van was empty at the time.



Photo 1482, by **Damon Cross**, added to LTSV on 28/08/2006.

The Chapel pub on Chapel street is right opposite the Griffith House yard and I have often thought that spending an evening there might be interesting! Parked outside on 22nd August 2006 was long-term Griffith House resident, Ford Transit van 5548F.



Photo 1483, by **Damon Cross**, added to LTSV on 28/08/2006.

This is Vauxhall Astra van 5864V outside the traincrew offices at Edgware Road Station on 21st August 2006. Although I have not yet tried night-time photography, there are a couple of obvious rules to follow. Most importantly, don't use flash near moving vehicles! Secondly, use a tripod (or improvised support) to keep the camera steady. Even if the images do not look great, they can often be improved by the use of imaging software.



Photo 1484, by **Damon Cross**, added to LTSV on 28/08/2006.

Parked on Harcourt Street near Griffith House on the night of 21st August 2006, this is Metronet Vauxhall Combo 5868V. As Damon commented later, he wished he had moved that police cone!



Photo 1485, by **Damon Cross**, added to LTSV on 28/08/2006.

With the help of flash and some digital manipulation we are able to show Vauxhall Astra van 5697V on Harcourt Street on 21st August 2006. Apart from not using flash near moving vehicles, remember that it will draw attention to your activities from any nearby residents and/or security staff. In the present climate, be prepared to have to explain yourself!



Photo 1486, by **Damon Cross**, added to LTSV on 28/08/2006.

This superb view of Ford Transit caged dropside 5896F was taken outside Griffith House on 22nd August 2006. One of several vehicles which regularly appear here at night but which are presumably based elsewhere, caged trucks like this are probably used for collecting rubbish from stations.



Photo 1487, by **Damon Cross**, added to LTSV on 28/08/2006.

I recently commented that we had not yet been able to illustrate ERU Volvo demountable 2569V, overlooking the fact that I had not published any pictures of sister vehicle 2567V either. Damon rectified this by sending two images of 2567V at the Camden Pratt Street base on 23rd August 2006. As I could not choose between them, I have published both! This offside view shows where to look for the number on a demountable body, although in this case it appears to have been truncated to read B4 instead of DB4.



Photo 1488, by **Damon Cross**, added to LTSV on 28/08/2006.

2567V and DB4 at Camden on 23rd August 2006, showing the side lockers and access door for the crew compartment. Both this and Mercedes-Benz Vario 2572M alongside were showing signs of minor front-end repairs, in this case with an unpainted corner panel.



Photo 1489, by **Damon Cross**, added to LTSV on 28/08/2006.

At least two Ford Transit Connect vans carried this variation on standard livery, for their role as Escalator Services Call Response vehicles. Both 5688F and 5689F can often be found at Griffith House, the latter being illustrated there on 22nd August 2006.

Photo 1490, by **Damon Cross**, added to LTSV on 28/08/2006.

This vehicle caused us some confusion at first. An official fleetlist showed it as numbered 5686P, but this number was later seen on a Ford Transit Connect van. As observations and this picture show, it actually carries no fleetnumbers. AK54VSO is a Peugeot Expert van used by Metronet BCV (Bakerloo, Central and Victoria lines) and carrying the rarer silver livery. It was caught at Stonebridge Park on 23rd August 2006.

Comment by *Thomas Young* on 01/06/2007: This is a bit confusing! This van carried no numbers but is allocated 5686P. The van that carries 5686F is allocated number 5687F. Hmm....

Photo 1491, by **Damon Cross**, added to LTSV on 28/08/2006.

The second LDV Maxus van to be shown on this site is this example seen at Aldgate Bus Station on 21st August 2006. As with the Travel London van added earlier, this is a long-wheelbase high-roof van, with the RML-esque side panels. BU06AOL differs in having additional side windows, and it carried notices for Transport for London, Transport Policing and Enforcement, similar to un-numbered VW LT35 minibuses RO06OAG and RO06OAH parked alongside. It remains to be seen if this van is a loan or lease. Incidentally, the white object above the rear is a camera attached to the building in the background.

Photo 1492, by **Damon Cross**, added to LTSV on 03/09/2006.

Of the four Ford Fiesta cars acquired by Arriva the Shires for crew ferry use in June 2006, 1379 (NC04XFW) stands out for being silver rather than white. It was seen at the Golders Green terminus on 23rd August 2006 awaiting a return trip to Garston garage, the home base of the Optare Solo buses seen in the background.

Photo 1493, by **Damon Cross**, added to LTSV on 03/09/2006.

The fleet of ex-Taxis assembled by Metroline appears to have been replaced by a smaller number of VW Transporter minibuses such as RY04TZW seen at the Hampstead Heath terminus of route 24 on 23rd August 2006. In the background can be seen one of the Enviro 400 buses that now form most of the allocation on this route.



Photo 1494, by **Damon Cross**, added to LTSV on 03/09/2006.

These two Ford Transit Connect vans were noted entering Acton Works in a plain white livery and running on trade plates (though with registrations and fleetnumbers applied) in May 2006. They later appeared in the Escalator Services livery as already carried by similar vans 5688F and 5689F. The pair were seen outside the Chapel pub (opposite the Griffith House yard) on Bank Holiday Monday, 28th August 2006.



Photo 1495, by **Damon Cross**, added to LTSV on 03/09/2006.

Crew vans have been a part of the service vehicle fleet for much of the past decade, being a useful cross between a van and a minibus. However, most taken prior to 2006 were of the long-wheelbase mid-height variety. Numbers 5880F to 5885F seem to make up a batch of crew vans based on the shorter, low-roof Ford Transit, as illustrated by 5881F in the Griffith House yard on 28th August 2006.



Photo 1496, by **Ray Monk**, added to LTSV on 03/09/2006.

2006 seems to have been a bumper year for new van designs, perhaps because of impending Euro-4 emissions regulations. Besides the revised Ford Transit and new LDV Maxus already illustrated, many other models were revamped including the Mercedes-Benz Sprinter, Vauxhall Vivaro and Movano, Peugeot Boxer and Citroen Relay. Many of these are also badge-engineered from or to other manufacturers as well. The van illustrated here leaving Acton Works on 31st August 2006 is a brand new design, the Volkswagen Crafter (Yes, Crafter!), the appearance of which is rather similar to the revised Transit. The Crafter will replace the VW LT series, several examples of which were leased by London Buses and LUL, and is due to go on general sale in September 2006. This 06-registered example is probably therefore a demonstrator, and it may have been at Acton for evaluation.

Comment by *Thomas Young* on 12/08/2010: Hmm, not quite brand new! The VW Crafter is in fact based on the Mercedes-Benz Sprinter, using the same chassis and body panels (and indeed built at Mercedes factories in Germany). The tapering 'groove' in the bodyside is a give-away, most apparent on plain vans. Compare the above with photo 1865 of MB Sprinter 6110M. The engine and transmission on the Crafter are VW items, and the front end styling is quite different.

Photo 1497, by **Ray Monk**, added to LTSV on 03/09/2006.

This little vehicle was noted a number of times starting in October 2005, and it has been added as an un-numbered vehicle as its registration is in series with several 'proper' SVs. Seen at Acton Works on 31st August 2006, it is a seated version of the Ford Transit Connect van, and is known as a Tourneo Connect, Tourneo being the minibus version of the standard Transit. However, choosing a classification for the LTSVplus database proved difficult. It is too big to be a car, but is certainly not a van. For now, I have classed it as a Minibus!

Photo 1498, by **Ray Monk**, added to LTSV on 03/09/2006.

The Vauxhall Combo has been quite popular as a service vehicle, particularly with bus company Arriva. However, the LUL-based fleet has also taken many, plugging the gap between the Astra and Transit-sized vans, and later providing an alternative to the Transit Connect. A typical example is 5473V of Tube Lines, caught as it left Acton Works on 31st August 2006.

Photo 1499, by **Ray Monk**, added to LTSV on 03/09/2006.

Although this van has been illustrated several times already, this view has been included as it shows how service vehicles sometimes have a second lease of life within the fleet. For several years 5400M was based at Edgware Road Station and carried ERU chevrons on the front and Metronet logos. It was noted at Acton Works in February 2006 with these removed, and was therefore presumed to be due for return off lease. However, as this picture taken on 31st August 2006 shows, it continued in use. Its current operator is not apparent as no replacement lettering has been applied. It does still carry the plain fleetnumber (with no M suffix) though.

Photo 1500, by **Ray Monk**, added to LTSV on 03/09/2006.

The 1500th picture to be added to LTSVplus does not even show a service vehicle, nor a London-based vehicle. However, this view of S E Davis Haulage's DAF XF artic VX05JVA entering Acton Works on 31st August 2006 was felt to be special enough to mark the occasion. Navigating that load (which by the way is Victoria Line 1967 Driving Motor 3077) through the London Streets, and indeed the confines of the works, must have been quite a challenge!