



# **LONDON TRANSPORT SERVICE VEHICLES**

## **FLEET INFORMATION**

**Part 3d - Photographs 1501 to 2000**

**Issue 1 - March 2015**

## Introduction

### About this document

This document contains a selection of the photographs that have been added to the LTSV website ([www.ltsv.com](http://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 (4,925 as of 1st March 2015), 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 They may therefore contain incorrect assumptions or superseded information.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 1st March 2015 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 1501 to 2000, originally published between September 2006 and July 2007.

**Thomas Young, Abbey Wood, March 2015**



Photo 1501, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

Lined up in the sunshine at Turnpike Lane Bus Station on 6th September 2006 were three of the LBSL Mercedes-Benz Sprinter vans new earlier that year. These vans have filler points for petrol on the nearside and LPG on the offside.



Photo 1502, by **Thomas Young**, added to LTSV on 21/09/2006.

Although it is barely visible in this view, Ford Transit van 5975F is notable for having its lettering altered on both sides to read Tube Lies! The high-roof crew van was parked in the compound at Finchley Central Station on 6th September 2006.



Photo 1503, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

Several vans are often parked by the offices in the car park at Finchley Central Station. On 6th September 2006 two Ford Transit Crew Vans were present, with unlettered 5693F parked behind Tube Lines 5788F.



Photo 1504, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

Supplementing the Vauxhall Combo vans used on crew ferry runs between Garston Garage and Edgware Bus Station, Arriva the Shires often use their bus-liveried LDV Convoy minibus 1252 (P697UFR). It was seen at Edgware on 6th September 2006.





Photo 1505, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

Although this van has already been illustrated, this view has been included as it shows the rear of a very common type. Vauxhall Combo van 5868V is used by Metronet and was found parked near Griffith House on the night of 6th September 2006. Compared to photo 636 of similar 5448V, it will be noted that 5868V has an additional off-side cargo door, while the rear windows have the benefit of wipers.



Photo 1506, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

This van has been seen many times in the vicinity of Griffith House, most usually late at night. Otherwise a fairly standard low-roof Ford Transit Van, 5834F stands out by virtue of its all-over white livery. Seen on 6th September 2006.



Photo 1507, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

Lots of service vehicles can be seen active at night, but most are hard or impossible to photograph. This one however was worth making an effort for. The Renault Kangoos in the fleet have proved elusive and it was rather surprising to find that 5188R was still active in autumn 2006. It was parked on Sutton Walk near Waterloo station, together with a couple of ERU lorries, at 1.45am on 7th September.



Photo 1508, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

Another surprise find on the night of 6th/7th September 2006 was this pair of Ford Transit Connect Vans parked on Minories near Aldgate. These are both of the rarer high-roof LWB variety, although the difference is less pronounced than on full-sized Transit vans. Note the variations in the size of the Metronet logos, and the depth of the blue skirts.





Photo 1509, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

Aldgate Bus Station is always good for a few LBSL service vehicles. However, it was a surprise to find no less than 9 parked there at 2.15am on 7th September 2006. The vehicles, which comprised 4 Transits, 3 Zafiras and 2 Sprinters, included some seen earlier at Turnpike Lane and Finsbury Park.



Photo 1510, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

John certainly makes the most of his visits to London and was back in action after a few hours' sleep to catch this smart view of a well-known but elusive vehicle. Iveco Cargo dustcart X278VWT looks like a hire, but it has been in the fleet since March 2003. The Harprulehire lettering had been applied fairly recently, suggesting that it is on a return-for-maintenance type of lease. Seen about to enter Acton Works on 7th September 2006.



Photo 1511, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

Another view of Iveco dustcart X278VWT entering Acton Works on 7th September 2006 accentuates the compact nature of this vehicle, although it is somewhat larger than the two mini-dustcarts in the Tube Lines fleet. It had been suspected that the arrival of EuroCargo dustcart 2586 in late 2005 would have rendered this un-liveried vehicle obsolete but, as seen, it continues in use.



Photo 1512, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

This van may look like many others but it is subtly different. 5859F was seen leaving Acton Works on 7th September 2006 and is a Ford Transit Crew Van operated by Metronet. However, unlike most such vehicles, it is based on the medium wheelbase, mid-height Transit, rather than the long-wheelbase one.





Photo 1513, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

A lot of vehicles going in and out of Acton Works carry neither service vehicle liveries nor lettering. While the majority of these can be ignored, some stand out as being of interest. In this case, smart two-tone silver Ford Ranger pick-up KJ06JXO was notable as the KJ06xxx registration series is carried by many numbered Ford service vehicles. It may be that this vehicle is allocated a number, or that it was just procured at the same time. The location suggests that it is certainly used in connection with LUL work. 7th September 2006.



Photo 1514, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

Service vehicles 5840F to 5849F are all Ford Transit Connect vans that appear to be used primarily for mail runs. As such they can be seen at many locations and frequently at Acton Works. 5849F differs from most in not carrying the Tube Lines logo. Seen at Acton on 7th September 2006.



Photo 1515, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

The first example of the new-style Ford Transit in proper SV livery to be photographed was 5990F, caught as it was about to enter Acton Works on 7th September 2006. A useful note regarding these is that the model designation, formerly carried on the cabside trim, is now shown on the rear, this example being a 100 T350. It is notable that all varieties of Transit dropside are still being specified, including examples like this with neither a crew-cab nor tail-lift.



Photo 1516, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

Some unexpectedly high-numbered SVs have been seen in 2006, suggesting that the rate of fleet intake has increased. Demonstrating this is 6068F, a Ford Focus Estate with Metronet logos, seen leaving Acton Works on 7th September 2006.

Comment by *Thomas Young* on 12/05/2007: Although clearly lettered as 6068F, this is in fact 6086F!



Photo 1517, by **John Lloyd-Martin**, added to LTSV on 21/09/2006.

Like similar vehicle KJ06JXO (see photo 1513), this unmarked Ford Ranger is suspected to be a service vehicle by nature of its registration and its location. No less than 38 numbered SVs were registered in the KJ03Dxx series. KJ03DXF was seen at Acton Works on 7th September 2006, and is notable for carrying a different style of glazed hard-top (compare to 5653F in photo 1476)

Photo 1518, by **Thomas Young**, added to LTSV on 21/09/2006.

Several service vehicles are stationed at Arnos Grove sidings, and some can be photographed through the fence from the road running alongside. This view taken on 9th September 2006 shows Tube Lines Ford Transit crew van 5773F. As has been mentioned before, crew vans can have additional windows in either side or, as here, both.

Photo 1519, by **Damon Cross**, added to LTSV on 21/09/2006.

While John was enjoying the sun on Bollo Lane on 7th September 2006, Damon was presumably doing the same down in Eastbourne. However, he still managed to photograph an SV! Vauxhall Astra van 5278V was still carrying full livery, albeit without lettering, and had been a part of the Metronet fleet until about 2005. It is interesting that this, and some even newer vehicles, have been disposed of, while some older leased vehicles remain active.

Photo 1520, by **Ray Monk**, added to LTSV on 21/09/2006.

This picture is puzzling! In the early days of TfL running the Streets operation, the standard livery was white with a broad orange stripe, as seen on Vauxhall Zafira LS04NXA (photo 1383). There then appeared several Ford Focus Estates and Transit Connect Vans in a silver livery with blue lettering (see photo 1377). But then Ray found this brand new Vauxhall Astra Estate near Acton Works on 4th September 2006, carrying the original livery. Perhaps there is a departmental differentiation? The lettering has been updated with the addition of London Streets titling.

Comment by *Kim Rennie* on 25/09/2006: This 'police'-type livery was inherited from the Traffic Control Systems Unit which looked after traffic lights following the abolition of the GLC. The GLC cars wore the same livery and ended up very anonymous after transfer to the TCSU as the front door lettering was removed and the orange stripe gradually faded.





Photo 1521, by **Ray Monk**, added to LTSV on 21/09/2006.

In a three hour stint on Bollo Lane recently, I failed to see any of the new MAN trucks. Ray was more lucky on 4th September 2006, and captured 2589 entering the works, complete with a crew-cab and dropside body.



Photo 1522, by **Ray Monk**, added to LTSV on 21/09/2006.

This anonymous VW Transporter minibus works for Metroline and is described in the database as being beige. As this picture taken in Brentford on 9th September 2006 shows, it is actually metallic and could equally be described as silver. Given the location it is possible it was working for Metroline subsidiary Armchair, whose base is nearby.

Comment by *Ray* on 21/09/2006: Both this, and a real silver one, were working from AH. Perhaps they were the pair based at NW. Could this be metallic mink?



Photo 1523, by **Ray Monk**, added to LTSV on 21/09/2006.

The orange and white livery of Armchair Passenger Transport (APT) will soon only be seen on their coach fleet as the remaining non-red buses are in the process of being repainted in TfL-approved livery. The red rules do not apply to service vehicles though so this LDV 200 minibus seen in Commerce Way, Brentford on 9th September 2006 may retain this livery for some time. APT is of course owned by Metroline, and most of their SVs run in various factory-applied colours.



Photo 1524, by **Ray Monk**, added to LTSV on 21/09/2006.

More confusion! This VW Transporter (branded Caravelle) minibus seen leaving the rear yard of Fulwell Bus Garage on 9th September 2006 certainly looks like a Tellings Golden-Miller vehicle, as it carries a similar livery to their coach parked behind. However, the TGM bus operation was taken over by Travel London in 2005, and S279SLD is believed to have passed with this.



Photo 1525, by **Kim Rennie**, added to LTSV on 21/09/2006.

The role of this vehicle is not known but the collection of bumps and aerials on the roof suggest that it may be something high-tech. Based on a long-wheelbase Mercedes-Benz Sprinter van, it was found at Bow on 14th September 2006. Some similar looking vehicles are engaged in congestion charge enforcement, but these usually carry prominent C logos and additional contractors lettering.

Photo 1526, by **Damon Cross**, added to LTSV on 22/09/2006.

Following disposal by London Transport in May 1981, AEC Militant Master Breakdown Tender 1456MR passed to The National Rescue Group in late 1983, and was repainted in this brown livery for use from their Brooklands depot. It lasted in this role until 1988 and has since been in preservation. In April 1993 it was being rallied in as-withdrawn condition, showing that the front ballast box had been removed and a spare wheel mounted on the bumper. This view is also interesting for showing the jib raised and fully extended.

Photo 1527, by **Damon Cross**, added to LTSV on 22/09/2006.

Former 1456MR can currently be found at the Brooklands museum, alongside several other commercial vehicles and a couple of airliners. It retains the livery of its last active operator, and shows a couple of modifications made by them. Damon was able to confirm that this vehicle carries the chassis number 0860039. 28th August 2006.

Photo 1528, by **Damon Cross**, added to LTSV on 22/09/2006.

A view of the nearside of former 1456MR at the Brooklands museum on 28th August 2006. An information notice nearby stated that this vehicle was actually built in 1954 (rather than 1964) and initially served as general cargo truck, the crane being fitted by Boughtons of Amersham after acquisition by London Transport in 1966. It also confirmed that the vehicle is based on 6x6 chassis.





Photo 1529, by **Damon Cross**, added to LTSV on 22/09/2006.

It is unlikely that 1456MR and 1457MR have actually met since being put into service by London Transport in 1966 (unless you know better!). So to provide a frontal comparison I have resorted to a composite image. Apart from the mirrors, most of the differences visible between the two are thought to post-date their LT service.

Comment by *Damon* on 22/04/2007: Notice the different height of the registration plates which are mounted where the TOWING sign was. The reversible TOWING signs were fitted during the 1970's and are another useful difference between the two vehicles.

Comment by *aecsouthall* on 13/04/2008: Useful seeing them side by side like this. Notice also the sidelights are different. The stalk-type sidelights on 1457MR (right) were originally fitted on 1456MR as well, but they have subsequently been replaced by another type seen sometimes on Mk I Militants.



Photo 1530, by **Damon Cross**, added to LTSV on 22/09/2006.

A close-up of the rather exposed operator's position on 1456MR shows the basic controls and the makers plate mounted on the jib. This reads Boughton, Amersham, England, Winch No 8515, Crane No 0595. The mechanism above this appears to be an angle indicator for the jib. Note also that daylight is visible through the jib upper side plates. As can be seen in the picture of 1457MR, these plates do not appear to serve much of a purpose.



Photo 1531, by **Damon Cross**, added to LTSV on 22/09/2006.

A close up of the main bogie on 1456MR at Brooklands on 28th August 2006 shows the hefty stabilisers mounted at each end.



Photo 1532, by **Damon Cross**, added to LTSV on 22/09/2006.

This rear view of former 1456MR was taken at a rally on 12th April 1992. The bus in front carries Reading Transport livery but was originally London Transport MD2.



Photo 1533, by **Damon Cross**, added to LTSV on 22/09/2006.

This view of former 1457MR being rallied at North Weald in 1995 has been included as it shows the top of the jib, an aspect not usually seen but crucial to anyone modelling these vehicles. As mentioned elsewhere, the angular plates fixed to the top of the jib do not appear to have a function, unless it is to retain the cables in the event of a breakage. The vehicle retained its front ballast box and most of the original livery.

Photo 1534, by **Damon Cross**, added to LTSV on 22/09/2006.

A further view of 1457MR at North Weald in 1995 shows the jib fully raised and extended. On the underside of the jib are two fold-down support legs. These have never been seen being used. When in transit, the jib rests on the framework between the two equipment lockers on the body.

Photo 1535, by **Damon Cross**, added to LTSV on 22/09/2006.

A line up of 2-and-a-half service vehicles at a rally in October 1997 includes AEC Militant Master Breakdown Tender 1457MR and Leyland Titan Breakdown Tender 1416LD. The latter vehicle was originally a railway breakdown vehicle but transferred to bus use in 1974. Titans often attended serious accidents in conjunction with the Militants but this particular pairing is unlikely to have occurred. 1416LD was based at Camberwell (with 1456MR), while 1457MR lived at Cricklewood (where it was joined by 1278LD). The half service vehicle is imposter AEC Marshal recovery truck NER790R, painted up as London Transport 1990Q (see photo 1209).

Photo 1536, by **Damon Cross**, added to LTSV on 22/09/2006.

The last Militant picture for now shows the rear of 1457MR at North Weald in 1995. The hydraulic rams at each side would be fitted with load-distributing pads and lowered prior to a heavy lift, while the yellow A-frame was possibly to attach to the front of vehicles being towed to provide lateral stability whilst in transit.



Photo 1537, by **Damon Cross**, added to LTSV on 22/09/2006.

Vehicles of recovery firm Lantern are not seen so much on bus jobs these days, at least not in central London. On 23rd June 1990 their DAF 3600 D850FDD was seen outside Kings Cross Station with a Holloway BL-class bus on tow. Beyond that is one of the three un-numbered Optare Citypacer buses used for a while on the Carelink service that provided wheelchair accessible connections between the main BR termini.

Photo 1538, by **Damon Cross**, added to LTSV on 22/09/2006.

Mercedes-Benz SK-series recovery truck L100JMH carries full London Buses livery, and can often be found at Victoria Bus Station, as here on 11th February 2006.

Photo 1539, by **Damon Cross**, added to LTSV on 22/09/2006.

Chiltern Queens was hardly a London bus operator but this picture has been let in because it allows us to show a new make. There is also the small matter of the tower wagon in the background being former LT 1076Q, preserved in the livery of Reading Transport. The Guy and AEC were seen back-to-back at Wisley during the Cobham open day on 2nd April 2006.

Photo 1540, by **Damon Cross**, added to LTSV on 22/09/2006.

Some of the recovery trucks operated by Sovereign carry customised registration numbers, while all are smartly painted and presented. Typical of the fleet is Volvo FH12 P8SOV seen heading North through Camden Town on 23rd August 2006. It appears to have been named Churchill.





Photo 1541, by **Damon Cross**, added to LTSV on 22/09/2006.

A rear view of Sovereign Volvo FH12 P8SOV at Camden Town on 23rd August 2006 shows the large ground anchors and spectacle hoist in the stowed position. The rear axle is in the raised position while a notice on the rear warns cyclists not to hitch a lift!



Photo 1542, by **Damon Cross**, added to LTSV on 22/09/2006.

Sovereign R671KVV stood out from the rest of the fleet by virtue of its red livery, and also its normal control configuration, bonneted Scania being particularly rare in this country. It could often be found at Park Lane, as seen on 22nd July 2005 when it had Transit Van FL02GJE for company.



Photo 1543, by **Damon Cross**, added to LTSV on 22/09/2006.

Having not been seen for a while, Damon caught up with Sovereign Scania recovery truck R671KVV at Baker Street on 28th August 2006. As can be seen, it had had a repaint and a few modifications. The livery was basically as carried before but with the yellow lettering and markings changed to white. Modifications included the fitting of an additional light bar, and the removal of the bumper-mounted (sighting?) poles (compare to the previous photo). Although it was presumably being driven sensibly, the tilt of the vehicle, and the raised rear axle, make it look even more like a racing truck, cornering at high speed!



Photo 1544, by **Ray Monk**, added to LTSV on 22/09/2006.

A name not seen before in connection with London bus recovery duties is that of C. Spearing. Their T1REC was caught leaving the Metroline garage at Cricklewood, and is a Volvo FH12 460 quite similar to several vehicles operated by Sovereign.



Photo 1545, by **Damon Cross**, added to LTSV on 22/09/2006.

OK, so this vehicle is not actually towing a bus, but the location will be familiar, and the firm illustrated certainly often do work for LBSL. OnTime Kenfield V8REC is a 4-axle Scania 144G, very similar to their V8TOW (see photo 922), while the personalised registration is rather like Spearings T1REC. It was seen towing a bread van past Griffith House on 23rd August 2006, and appears to have been fitted with a roof-mounted tree!

Photo 1546, by **Damon Cross**, added to LTSV on 22/09/2006.

Service vehicles from outside London will occasionally be illustrated here, particularly if they are unusual or have London connections. This monster seen passing Eastbourne Station on 13th May 2006 falls into the former category, being a rare example of an American-built Peterbilt four-axle wrecker.

Photo 1547, by **Colin Lloyd**, added to LTSV on 22/09/2006.

2417L was one of 6 Leyland Freighter recovery trucks bought by London Transport, arriving in October 1984 and serving at Shepherds Bush and Victoria Garages. While some of its sisters were rebuilt with spectacle hoists, 2417L retained the original booms and was sold in April 1991 to Borehamwood Travel Services, an operator of several tendered bus routes in North West London. As this photo taken at their base on 3rd April 1993, it was given the rather optimistic fleet number of R100.

Photo 1548, by **Julian Bowden-Green collection**, added to LTSV on 22/09/2006.

While London Transport relied on its two AEC Militants to rescue incapacitated buses, a fleet of smaller towing lorries was also maintained for less serious failures. From the mid-1970s, these comprised ten Ford D1110 lorries with fixed sides and drop-down rears. These were stationed at strategically located bus garages across London, 1930F being based at Leyton as seen here. All ran on trade plates while in service but were apparently allocated matching registrations in the KJD9xxP series (as evidenced by photo 569 of 1932F). The small hoist at the rear was used for lifting parts and equipment rather than whole vehicles!



Photo 1549, by **Julian Bowden-Green collection**, added to LTSV on 22/09/2006.

Ford D1110 towing lorry 1990F looks quite fresh in this view taken at Hounslow West Station, suggesting that the date would be early 1977. As was often the case, it appears to be in attendance to a DMS-class bus. 1990F was based at Southall but moved to Merton before disposal in 1985.



Photo 1550, by **Colin Lloyd**, added to LTSV on 22/09/2006.

Four Mercedes-Benz 410D box trucks were bought in 1993 for use alongside larger vehicles in the Emergency Response Unit Fleet. Initially the only indication of their role was the flashing beacon on the cab roof and the small cab-side lettering. At least some of the batch later acquired full ERU livery with Emergency lettering and red and blue chevrons. The main reason for including this picture taken near Pimlico on 31st August 1994 is however to show the additional cab windows. These were not present when the vehicle was photographed the previous September (see photo 348).

Comment by *1260F* on 03/10/2006: After these vans had been in service for a short while, staff complaints were received about the lack of crew-cab windows. They were returned to Mercedes-Benz Edgware Road, who supplied the chassis and carried out all servicing and repairs, for windows to be installed. At least one, if not both, of the windows could be used as emergency egress in the event of an accident. This could be identified by the red coloured glazing rubber insert, with a ring-pull attached. Pulling the ring removed the rubber insert and allowed the glass to be pushed out of the frame. When the bodies were being built and fitted at Feltham Coachworks, it was noticed that the first two bodies had been installed on their chassis before the blue and red chevrons had been painted on the front bulkhead panel. To avoid removing the body, the chevrons were applied in situ. Because it was impossible to reach the whole of the front panel, the chevrons were only sprayed around the edges of the cab outline, leaving a plain white area behind the cab. I think the two vehicles involved were 2529M and 2530M. The bodies for the other two vans had the chevrons painted over the whole of the front panel, before the bodies were mounted on their chassis.



Photo 1551, by **Damon Cross**, added to LTSV on 12/10/2006.

Having photographed former 1456MR at Brooklands recently, Damon travelled to Ongar on 23rd September 2006 to capture sister vehicle 1457MR. Now in the hands of bus company Imperial, 1457MR retains much more of its LT appearance. Indeed the old London Transport lettering is still visible on the door, albeit painted over.



Photo 1552, by **Damon Cross**, added to LTSV on 12/10/2006.

This rather odd picture is the last piece of evidence used to clear up the apparently muddled identities of the two AEC Militant master breakdown trucks, and given the lengths that Damon went to take it, it had to be included. This is the back of the front axle of 1457MR, seen at Ongar Station on 23rd September 2006. As can be seen, this is a non-driven axle. 1457MR was based on a 6x4 chassis while 1456MR was a 6x6.

Photo 1553, by **Damon Cross**, added to LTSV on 12/10/2006.

I have commented before on how camera-shy the Renault Kangoo cars in the LUL fleet seem to be. Another curious aspect is that most of the photographs seen have not shown the front. Maintaining this tradition by hiding its face in a tree, this is 5714 at Loughton Station on 10th September 2006. One of three received in October 2005 for use on the Central Line, all have erroneous fleetnumbers, duplicating those of Ford Transit Minibuses.

Comment by *Thomas Young* on 11/03/2007: Correct fleetnumber now known to be 5835R

Photo 1554, by **Damon Cross**, added to LTSV on 12/10/2006.

Service vehicles based at the extremities of the LUL network tend to be seen and photographed rather less than their more central counterparts. Typical of these is Ford Transit crew van 5486F, captured passing through Loughton on 10th September 2006. This rear aspect shows the ladder used to access the roof rack, and also the way in which the subsidiary lettering has been removed from the logos of most Metronet vehicles recently. The remains of the BCV lettering can still be made out.

Photo 1555, by **Damon Cross**, added to LTSV on 12/10/2006.

Blue Triangle is noted for its vintage fleet, and also owned AEC Militant breakdown tender 1457MR for a while. Now they also run a fleet of modern buses and have a handful of service vehicles to support these. A recent addition has been LDV Convoy high-roof van BX51UDM, given the fleet number BD01 and a smart livery application. It was seen at Leytonstone Bus Station on 10th September 2006 attending to a sick Dart.





Photo 1556, by **Damon Cross**, added to LTSV on 12/10/2006.

Not previously reported is this Ford Transit van found at the Arriva garage in Grays on 8th October 2006. R310NAM carries the national Arriva bus livery and a fleetnumber which unfortunately could not be made out. The Grays depot has been managed by various parts of the Arriva empire, and is currently known as Arriva Southend.



Photo 1557, by **Damon Cross**, added to LTSV on 12/10/2006.

Just visible in this view of First London Vauxhall Combo van EX03MHA at Dagenham depot on 8th October 2006 is the fleetnumber applied to the fuel filler cap (61). There can't be too many wheelchair-accessible fork lift trucks about!



Photo 1558, by **Damon Cross**, added to LTSV on 12/10/2006.

One of the most distinctive service vehicles around at present is Sovereign Scania recovery truck R671KVV. This rear view was captured as it passed the Tower of London on 17th September 2006.



Photo 1559, by **Damon Cross**, added to LTSV on 12/10/2006.

I am told that this Ford Transit Minibus seen at Victoria Bus Station on 10th September 2006 was being operated by Travel London, although no lettering or logos are apparent from this aspect.

Photo 1560, by **Damon Cross**, added to LTSV on 12/10/2006.

As Damon said, here's something different! Seen entering Victoria Coach Station on 10th September 2006, this Mercedes-Benz Sprinter minibus may be a service vehicle, or it may not! X162ENJ was one of many such vehicles bought by Speedlink/Airlinks and used for Airport transfer work. Some were registered as PSVs, while those used airside had to have flashing roof lights. Airlinks became part of the National Express operation and their current logo is carried, with traces of Airlinks lettering also visible on the luggage compartment panel. The current role of this vehicle is not clear.

Photo 1561, by **Ray Monk**, added to LTSV on 12/10/2006.

Vans don't come much smaller than this. R582NBN is a Vauxhall Corsa van operated by Travel London, and seen outside Guy's Hospital on 21st September 2006.

Photo 1562, by **Ray Monk**, added to LTSV on 12/10/2006.

Another First London crew ferry car seen at Addington Interchange, this time Ford Fiesta YH04BBF on 23rd September 2006. As can be seen, a white stripe has been applied to the nearside, although this is curiously not carried over the passenger door.

Photo 1563, by **Ray Monk**, added to LTSV on 12/10/2006.

Another impressive recovery vehicle is this Scania 113H in the fleet of DT Rescue and Recovery. Note the curious axle spacing.

Comment by *Ray* on 17/10/2006: At U today having towed in a Trident (17/10/2006)

Comment by *Ray* on 21/02/2007: Seen 20/2/2007 Gravel Hill, Bexleyheath towing a BX PVL.





Photo 1564, by **Ray Monk**, added to LTSV on 12/10/2006.

This Ford Transit Connect van is apparently numbered 5775F, although this is not carried on the nearside. As with similar 5774F and 5776F, it is part of the TfL Street Maintenance fleet and can sometimes be found at their base on Carlisle Lane, Waterloo, as here on 25th September 2006.



Photo 1565, by **Ray Monk**, added to LTSV on 12/10/2006.

Some contributors have pondered whether Griffith House-based Iveco EuroCargo truck 2585 ever moves! Well, here is the proof. On 25th September 2006, it was caught leaving Acton Works, showing off its crew cab and huge tail lift.



Photo 1566, by **Ray Monk**, added to LTSV on 12/10/2006.

Not previously known is the fact that former 4252F survived in the fleet of London United. It was seen at Hounslow Bus Station on 25th September 2006, with its old CDS fleetnumber still carried over ten years after leaving that fleet. The lettering on the bonnet reads ACCESSIBILITY SUPPORT TEAM, suggesting that it has been used as a wheelchair ramp maintenance vehicle, these ramps being among the least reliable parts on early low floor buses. It also carries the logos of both London United and their owner Transdev.



Photo 1567, by **Ray Monk**, added to LTSV on 12/10/2006.

Metroliner has settled on Volkswagen Transporter minibuses for its crew ferry needs, and a recent addition has been RF06UKM seen at Paddington Station on 25th September 2006. As with the earlier vehicles, no lettering is carried and the livery is as supplied.



Photo 1568, by **Ray Monk**, added to LTSV on 12/10/2006.

N400FET was originally T922REU and was one of 6 LDV Convoy minibuses acquired second-hand by bus company Thorpes. Thorpes was later taken over by Metroline and, with the arrival of further minibuses, N400FET was transferred to Metroline's Holloway garage and converted for use as an engineer's van. The covered or blacked-out windows are apparent in this view taken outside the garage on 28th September 2006.



Photo 1569, by **Ray Monk**, added to LTSV on 12/10/2006.

Another scoop by Ray! This view taken outside Acton Works on 3rd October 2006 shows Land Rover N435CMF with Indespension mini-tanker trailer T70. As owners of the Capital Transport Service Vehicle book will know, N435CMF was originally used by the British Transport Police (illustrated on page 152). It now carries a plain white livery with Tube Lines logos, and has had its light bar removed. The trailer is apparently used to refuel track maintenance vehicles.

Comment by *Steve Howard* on 12/10/2006: This trailer, or one very similar, was being towed by 5400M on 10th October at Acton.



Photo 1570, by **Ray Monk**, added to LTSV on 12/10/2006.

There are three large flatbed lorries in the current Tube Lines fleet, the oldest of which is 2553M new in 1995. On 3rd October 2006 it was seen leaving Acton Works with a load of wheelsets.





Photo 1571, by **Ray Monk**, added to LTSV on 12/10/2006.

Although not immediately apparent in this view, this shows a rare instance of a demountable truck being driven without a body fitted. 2568V is one of 5 Volvo FL6s used by the Emergency Response Unit, and was seen leaving Acton Works on 3rd October 2006.

Comment by *Steve Howard* on 12/10/2006: 2569V was seen at the same location and in the same condition on 10th October. Are they perhaps due for replacement?

Comment by *1260F* on 14/10/2006: The five ERU Volvos were registered in October 1998, so they are due for their Goods Vehicle Annual Test each October. I would think the sightings of bare chassis being moved is likely to be movements to and from servicing and testing. Servicing used to be done at Volvo Truck and Bus at Park Royal, the test at Yeading testing centre. When they were purchased the maintenance contract was for an initial 5 years with options to extend. The previous generation Mercedes 1114s lasted 8 years and the Volvo is better suited to ERU work, so they may last another couple of years, depending on condition and mileage. If they were about to be changed, replacement vehicles would already be in stock to allow for staff familiarisation before they enter service. Also, from memory, I think the de-mountable bodies (DB2 to DB6), which date from 1990 and were refurbished in 1998 when the Volvos were delivered, will be due for replacement with the next generation of ERU lorries.



Photo 1572, by **Ray Monk**, added to LTSV on 12/10/2006.

Like several operators, London Central do not normally advertise the role of their service vehicles through livery or lettering. Their Ford Fiesta van EG04MKU was found parked at Queen Elizabeth Hospital, Woolwich, on 6th October 2006.



Photo 1573, by **Ray Monk**, added to LTSV on 12/10/2006.

Amongst many white Vauxhall Combo vans, some members of the Arriva London crew ferry fleet stand out. Number 14 is carried by this silver Vauxhall Corsa car, seen on the North Circular Road on 9th October 2006.

Photo 1574, by **Ray Monk**, added to LTSV on 12/10/2006.

More typical of the Arriva London crew ferry fleet is 28, a Vauxhall Combo van, seen near the Lea Valley depot on 9th October 2006.

Photo 1575, by **Ray Monk**, added to LTSV on 12/10/2006.

The light-bar on this black Vauxhall Astra van seen at Tottenham on 9th October 2006 is the only real clue to it being a service vehicle. While Arriva's crew ferry vans carry large fleetnumbers and logos, the engineering vehicles are often less conspicuous. W134OHT is allocated the paper fleetnumber of Car16.

Photo 1576, by **John Lloyd-Martin**, added to LTSV on 25/10/2006.

This smart vehicle is currently unique in the fleet and is a Ford Transit Tourneo Connect used by the Passenger Data team of London Buses. Only three of the minibus version of the Transit Connect had been reported by late 2006, and 5769F is the only one to carry red livery. It was seen on the ramp at Victoria Coach Station on 10th October 2006.

Photo 1577, by **John Lloyd-Martin**, added to LTSV on 25/10/2006.

Another Arriva crew ferry oddity is their number 10 (X223AUT) which turned out to be a Vauxhall Astra estate car in red livery. It was caught at the 'other' Leytonstone Bus Station (West side) on 11th October 2006, with one of the more usual Vauxhall Combo vans just visible in the background.





Photo 1578, by **John Lloyd-Martin**, added to LTSV on 25/10/2006.

Although it is not actually apparent, this is the first '56' registered vehicle to be illustrated on this web site. What it does show well however is the slight changes to the black relief mouldings on the latest version of the Transit. Dropside truck 6043F was delivered in about mid-September 2006 and seen the following month at Arnos Grove depot.



Photo 1579, by **John Lloyd-Martin**, added to LTSV on 25/10/2006.

Well, what do you know! Here is another hard-to-come-by shot of a Renault Kangoo hiding its face! 5620R was seen through the fence at Arnos Grove on 11th October 2006. It lacks fleetnumbers but does carry Tube Lines logos, this being one of just two Kangoos used by that operator.



Photo 1580, by **John Lloyd-Martin**, added to LTSV on 25/10/2006.

Of the four VW LT35 minibuses leased in July 2004, 5616VW has been the most camera-shy, despite many reports of sightings at Victoria Coach Station. Luckily it was there again on 10th October 2006 when John visited.



Photo 1581, by **John Lloyd-Martin**, added to LTSV on 25/10/2006.

Another name to add to the list of contractors working on behalf of London Buses is the C&S Motor Group. Their Mercedes-Benz Sprinter van S683JLO was seen at Victoria Bus Station on 10th October 2006.



Photo 1582, by **Ray Monk**, added to LTSV on 25/10/2006.

This Vauxhall Astra van found on Abbey Orchard Street, Westminster, on 16th October 2006 is almost certainly an ex-SV ('it has ceased to be!'). Originally 5480V in the Tube Lines fleet, it was notable for being numbered rather high for its age, other LK02-registered SVs being in the 5318-5362 range.



Photo 1583, by **Kim Rennie**, added to LTSV on 25/10/2006.

Most of the VW Transporter vans in the central fleet have been for London Buses use and therefore carried white or red liveries. However, at least four pairs of such vans wore LUL white/blue livery and it would appear that each pair replaced the last. The second of the third pair was 5199VW, displaced by 5650/5651VW in October 2004. Two years later it retained its livery and was found on Elizabeth Avenue, Islington.



Photo 1584, by **Kim Rennie**, added to LTSV on 25/10/2006.

After taking 12 high-roof VW Transporter vans in 2005, London Buses returned to the low-roof variant for its 2006 deliveries. Among these was 6014VW, based at Finsbury Park as seen in this view taken in October.



Photo 1585, by **Ray Monk**, added to LTSV on 25/10/2006.

Stagecoach's Stratford garage acquired four LDV Convoy minibuses in October 2005 for crew ferry duties, these being numbered 92401-92404. During 2006 92401 was transferred to Leyton for MegaBus support duties, and a further two minibuses came to Stratford. These were numbered 92406 and 92407 and the former was seen at the station on 17th October 2006. The gap in the numbering is probably due to Stagecoach's national fleet numbering policy, and 92405 is presumably part of a different operation. The Stagecoach London fleet is being sold off in 2006.





Photo 1586, by **Ray Monk**, added to LTSV on 25/10/2006.

A newly reported crew ferry vehicle in the Arriva Kent Thameside fleet is black Vauxhall Zafira car BT03GAA. This apparently has the number CF1, and carries large Arriva logos on the bonnet and doors. It was found at Eltham Bus Station on 20th October 2006.



Photo 1587, by **Ray Monk**, added to LTSV on 25/10/2006.

Metroline acquired 9 VW Transporter minibuses in 2004 for crew ferry duties, replacing a fleet of ex-London taxis. All carried factory-applied colour schemes and operated anonymously. RA04GKC has a dull gold finish and was caught at Paddington Station on 18th October 2006.



Photo 1588, by **Keith Grimes**, added to LTSV on 25/10/2006.

One of the best known service vehicles is 2488M, the Mercedes-Benz demountable truck that carries the Emergency Control Unit body. From 1990 until 2006 the body for this role was DB7. However, a report was received in May 2006 of a new body being sighted in the West Midlands! This presumably took some time to fit out and complete but eventually turned up in London as DB25. The body, built by Lyntons, was on display during an emergency services show at Westminster on 19th October 2006. Note the awning on the nearside, and the telescopic pole on the rear, this having a CCTV camera and floodlight at the top.

Comment by *Thomas Young* on 10/11/2006: According to some trade literature seen at work, Lyntons also built the two semi-trailers used by BTP (see photo 835).

Comment by *Kim Rennie* on 01/04/2007: One inadvertent change is that "Jim Winters MBE" seems to have been re-christened as "Mayor of London"

Comment by *Thomas Young* on 01/04/2007: I suspect DB25 may be given a new name in due course....



Photo 1589, by **Keith Grimes**, added to LTSV on 25/10/2006.

Another view of 2488M and new 'pod' DB25 outside the Horticultural Halls in October 2006 shows the awning on the nearside, and what appears to be a satellite dish on the roof. Note also that the rear 'legs' of the body have been lowered, perhaps for stability.

Comment by *Thomas Young* on 18/03/2007: The vehicle in the background is the new N999BTP, a tri-axle Citroen.



Photo 1590, by **Ray Monk**, added to LTSV on 25/10/2006.

92407 was the second of two LDV Convoy minibuses to join the erstwhile Stagecoach operation at Stratford in 2006. It was found making one of its many visits to the railway/bus station on 23rd October 2006.



Photo 1591, by **Ray Monk**, added to LTSV on 01/11/2006.

These two Ford Rangers left Acton Works within minutes of each other on the morning of 27th October 2006. Although the low sun produced a bit of glare on their silver bodywork this composite view has been included as it shows two variants of the type. 5740F at the top is a standard Ranger, while 5948F below is the XLT model. The main differences are that the latter has two-tone bodywork, tubular steps around the base and chrome mirrors. The wheeltrims and wheelarches are also slightly different. These features are more visible on un-numbered KJ06JXO (see photo 1513).





Photo 1592, by **Ray Monk**, added to LTSV on 01/11/2006.

Toyota are a very infrequent supplier of service vehicles to the LUL fleet. Seen leaving Acton works on 27th October 2006 was Hiace van KM06VRL. Although evidently numbered, there is currently some confusion over what the actual number is! A similar van but in standard white/blue livery was leased in 2003 as 5399T (see photo 357).

Comment by *Thomas Young* on 17/03/2007: Although clearly lettered as 4567F on both sides, this van is shown on an official list as 6046.



Photo 1593, by **Ray Monk**, added to LTSV on 01/11/2006.

The Infrastructure Development section of London Buses received a number of low-roof VW Transporter vans in 2006, including 6075VW seen outside the Victoria Coach Station headquarters of LBSL on 28th October 2006.



Photo 1594, by **Scott Tillbrook**, added to LTSV on 01/11/2006.

Another of the 2006 batch of VW Transporter vans for the LBSL Infrastructure Development fleet was 6074VW, found at Hatton Cross Bus Station on 30th October 2006. The round-ended light-bar design features on a number of recent types.



Photo 1595, by **Damon Cross**, added to LTSV on 01/11/2006.

The last van from the 5793M-5812M batch of Mercedes-Benz Sprinters to be illustrated on this site is 5800M, seen at Sycamore House, Thornton Heath on 28th October 2006. Most of this batch are assigned to bus stations.





Photo 1596, by **Damon Cross**, added to LTSV on 01/11/2006.

Seen from the top deck of a bus crossing Westminster Bridge on 26th October 2006, this is Metronet 5815F, a Ford Transit dropside truck with crew-cab and tail-lift. The mesh tail-lift that has featured on a number of recent deliveries is clearly visible.



Photo 1597, by **Damon Cross**, added to LTSV on 01/11/2006.

These two Fords seen at Edgware Road Station on 26th October 2006 are not as similar as they may first appear! 5647F nearest the camera is a Tourneo minibus, while similarly-numbered 5947F behind is a Transit van. Both have ERU chevrons on the bonnet.



Photo 1598, by **Damon Cross**, added to LTSV on 01/11/2006.

5779F differs from most of the Transit Connect vans in the service vehicle fleet in being based on the longer and taller T210L model, and in having a large roof rack. It can often be seen inside Griffith House as here on 26th October 2006. This spot used to be occupied by Movano 5438V (see photo 647) so perhaps it has replaced this.



Photo 1599, by **Damon Cross**, added to LTSV on 01/11/2006.

It is slightly unfortunate that the registration number on this van is not visible as there has been some confusion over its identity. 5087V should be X478CBY, but it was reported that similar van X562CBY (which should have been 5086V) carried the plain number 5087. These were both part of a batch of 6 Vauxhall Movano vans leased for London Buses use in 2000. Most of the batch were disposed of in 2004/2005 but this example soldiered on and was seen at Sycamore House, Thornton Heath on 28th October 2006.



Photo 1600, by **Ray Monk**, added to LTSV on 01/11/2006.

It seems Ray has had a few encounters with this car and has done his best to snap it each time. On 12th October it passed him on Southwark Street and he duly gave chase to capture this rear view. LR06VZY is a Vauxhall Vectra operated by the Tube Lines Emergency Response Unit.

Photo 1601, by **Damon Cross**, added to LTSV on 01/11/2006.

Damon visited the ERU base at Vauxhall on 28th October 2006 and found this car as the sole SV occupant. Vauxhall Vectra LR06VZY carries no number; the small badge ahead of the door is the variant name 'CLUB'. Note the round-ended light-bar, and reversed lettering on the red bonnet.

Photo 1602, by **Damon Cross**, added to LTSV on 01/11/2006.

This location has featured here before (In 2004 (photo 705) and earlier in 2006 (photo 1133)) and is the corner of Lillie Bridge Depot visible from the bridge on Cromwell Road. Taken on 28th October 2006 it shows four examples of a type that seemed to become more popular during 2006, namely the low-roof Transit crew van (For the past few years most crew vans were based on long-wheelbase mid-height Transits). It also shows the larger logos carried by some recent vehicles in both the Tube Lines and Metronet fleets. From the front the crew vans are 5967F, 5966F, one unidentified and 5968F at the back. The Transit Connect is 5858F.

Photo 1603, by **Damon Cross**, added to LTSV on 01/11/2006.

From the bridge on Cromwell Road you can just see part of the main yard at Lillie Bridge, in the gap between two buildings. Parked conveniently in line with this gap on 28th October 2006 was a unique service vehicle in the form of 55061. This Iveco Daily panel van was leased in July 2003 together with Daily dropside 55051 (see photo 140). Although we have listed the livery as White/Blue in the past, it would appear that the lower parts of the body are covered in grey plastic skirt panels so the livery record should probably be amended to all white. Further SVs are just visible behind.



Photo 1604, by **Ray Monk**, added to LTSV on 01/11/2006.

Travel London has become a very large operator of London bus services over the past few years, and therefore they also require quite a few service vehicles. Typical of their fleet is this anonymous-looking Ford Transit minibus seen at Crystal Palace on 30th October 2006. It is presumed that the company name was carried on the rear, as with some of their other crew ferry minibuses.

Photo 1605, by **Ray Monk**, added to LTSV on 01/11/2006.

This smart and previously unreported Transit van was found parked outside Brixton bus garage on 30th October 2006. It carries full London United livery including the crest on the roof dome. The light bracket above this has the letters TV in yellow, this being the code for London United's Tolworth depot. Very similar vans are based at other LU garages at Fulwell (V172FPX, photo 1389) and Hounslow (V264ERG, photo 837). Brixton garage is of course a long way from Tolworth, but it is near the terminus of long-haul route 57, operated by TV. Notable is the registration series. S981TMY to S998TMY were all Ford Escort vans operated by LUL and numbered 4847F/4854F-4870F.

Photo 1606, by **Ray Monk**, added to LTSV on 01/11/2006.

Another example of an engineering support vehicle a long way from home is First London 53 (FH54UWG) from Northumberland Park depot but seen on Westminster Bridge Road on 30th October 2006. The bus behind is on route 341 which more or less joins these two locations, and had perhaps just been fixed. The second bus is one of Transdev's stylish new SP-class Scania's (not the first time that code has been used on a trend-setting design!). The van by the way is a Vauxhall Vivaro.

Photo 1607, by **Ray Monk**, added to LTSV on 01/11/2006.

With the clocks going back last weekend here is a suitably gloomy shot to put us in the mood for winter! It also shows the effectiveness of reflective striping on both vehicles and staff uniforms. One of The Big Bus Company's ex-Hong Kong tour buses broke down outside Lambeth Palace on the afternoon of 30th October 2006. Their Movano LD04SYG was in attendance but the fault required a tow and this truck turned up. Cedars is another new name to this site, their fleetnumber 1 being a Volvo FH truck similar to those operated by Sovereign and others.



Photo 1608, by **Scott Tillbrook**, added to LTSV on 01/11/2006.

Over a year after the first arrived, we still have not tracked the locations of all 20 of the Mercedes-Benz Sprinter vans leased for LBSL. Thanks to Scott we now know that the two at Kingston are 5808M and 5809M, the former being nearest the camera in this shot taken at the back of Cromwell Road Bus Station on 30th October 2006.

Photo 1609, by **Scott Tillbrook**, added to LTSV on 01/11/2006.

Mercedes-Benz Sprinter 5809M and twin 5808M were found in the parking area at Cromwell Road Bus Station, Kingston on 30th October 2006. These vans are reportedly petrol powered so the purpose of the offside LPG filler points is something of a mystery.

Photo 1610, by **Ray Monk**, added to LTSV on 01/11/2006.

Although slightly fuzzy, this picture had to be included as it shows the front of a Kangoo! Regular visitors will know why this is significant! Tube Lines 5575R was leaving Acton works on the morning of 27th October 2006. Note that the grille design is different to earlier 5188R (see photo 1507).

Photo 1611, by **Damon Cross**, added to LTSV on 09/11/2006.

Until recently, Volvo demountable 2569V had mainly been reported in the vicinity of Acton Works, and no photos had been received. It may therefore have been the operational spare in the Emergency Response Unit. However, in late 2006 it turned up at Vauxhall, with body DB2 which had previously been on 2570V. It was photographed at the small Vauxhall depot on 3rd November 2006.





Photo 1612, by **Damon Cross**, added to LTSV on 09/11/2006.  
 Another view of ERU Volvo 2569V just missing out on some winter sunshine at Vauxhall on 3rd November 2006.



Photo 1613, by **Damon Cross**, added to LTSV on 09/11/2006.  
 Each of the ERU depots is allocated a Volvo demountable and a Mercedes-Benz Vario box truck. 2573M is one of the latter and was found at Vauxhall ERU depot on 3rd November 2006. The River Thames is visible in the background.



Photo 1614, by **Damon Cross**, added to LTSV on 09/11/2006.  
 As this and the following pictures show, it is possible to get very good photographs of the lorry yard at Acton Works from passing tube trains, although you need the right lighting and a pretty fast camera. Taken on 3rd November 2006, the main subject here is unique Mercedes-Benz box truck 2490M (although the demountable trucks can appear very similar). Note that both the side and rear doors are open. Just visible to the left is Mercedes-Benz 1520 artic 2552M, while part of Land Rover N435CMF can be seen behind (and also reflected in the vans bodywork).



Photo 1615, by **Damon Cross**, added to LTSV on 09/11/2006.  
 A contrasting trio of Mercedes-Benz trucks in the lorry yard at Acton Works on 3rd November 2006 centers on Actros flat-bed 2571M. To the left is demountable 2534M, not seen on this site before. Can anyone identify the body this is carrying? It appears to be a box van with two (boarded) windows in the front and corner-mounted beacon lights. Could this be 'Mobile Office' DB8? To the right is Eonic dustcart 2583M.





Photo 1616, by **Damon Cross**, added to LTSV on 09/11/2006.

While Mercedes-Benz Econic dustcart 2582M has been photographed several times, this is our first view of identical 2583M, seen in the lorry yard at Acton Works on 3rd November 2006. While the fence here is usefully light-weight, it does have several notices attached to it that can slightly spoil the photographic opportunities.



Photo 1617, by **Damon Cross**, added to LTSV on 09/11/2006.

The east-bound tube lines at Acton Town are best for taking close-up shots of lorries in the adjacent yard, while the west-bound lines are better for broader views like this one. Taken on 3rd November 2006, it shows three demountable trucks each with a different type of body. Mercedes-Benz 2540M on the left has a full box body, Iveco Super Cargo 2546F in the centre has a dropside with crew compartment, while 2547F on the right has a plain dropside. All three have black squares on their front panels, believed to be for the displaying of the now obsolete HGV-ban exemption notices. The free-standing box body in the background is DB24.



Photo 1618, by **Damon Cross**, added to LTSV on 09/11/2006.

Another view of Acton's lorry yard on 3d November 2006 shows MAN LE demountable 2588 alongside Iveco Super Cargo dropside 2522F. The former is carrying a box van body with crew compartment, which has so far defied identification. Could this be DB14? 2522F still carries its HGV exemption sign on the front.



Photo 1619, by **Damon Cross**, added to LTSV on 09/11/2006.

One more view through-the-fence at Acton on 3rd November 2006 shows two of the four MAN LE demountables bought earlier that year. Although they appear to have extremely short van bodies, they are actually carrying dropside bodies with crew compartments, like DB11 (see photo 1292).

Photo 1620, by **Damon Cross**, added to LTSV on 09/11/2006.

Two for the price of one on Bollo Lane on 3rd November 2006, as Mercedes-Benz Vario 2574M turns into the works just ahead of Actros artic 2560M. Though hidden in shadow, the latter had trailer CT34 in tow. Of interest is that the artic is carrying a small roof-mounted light-bar, not previously seen on this type.

Photo 1621, by **Damon Cross**, added to LTSV on 09/11/2006.

Seen just outside Acton Works on 3rd November 2006, 5535F is a Ford Focus estate car used by Metronet BCV. The registration number falls between two red Ford Galaxies in the un-numbered fleet (V053SCV and V053SCZ).

Photo 1622, by **Damon Cross**, added to LTSV on 09/11/2006.

Crew vans are a useful means of carrying personnel and tools to work sites and many are used by the LUL infracos. As mentioned recently, there has been an increase in the use of small crew vans as opposed to the mid-height ones previously common. At the same time, there do appear to be more of this type as well, the long-wheelbase, high-roof version. This side-on view of 5861F leaving Acton Works on 3rd November 2006 shows to advantage the additional crew accommodation offered. Of note on the long wheelbase version, the cargo compartment protrudes into the windowed area. Also notable is that this van has a rear-mounted ladder, but no roof rack!

Photo 1623, by **Damon Cross**, added to LTSV on 09/11/2006.

The LUL ERU currently uses a couple of 'Jumbo' Ford Transits (long-wheelbase, extended body, high-roof) in this white and red livery. This is the numbered example, 5862F, entering Acton Works on 3rd November 2006. Previously only seen from the nearside, this had been classified as a van. However, it evidently has an offside window and perhaps should be marked as a crew van.





Photo 1624, by **Damon Cross**, added to LTSV on 09/11/2006.

Parked on the LT Museum Store approach road (though photographed from the bridge), this is Ford Transit dropside 5963F of Tube Lines. As with a number of recent deliveries, this lacks a tail-lift, but it does have a crew-cab.



Photo 1625, by **Damon Cross**, added to LTSV on 09/11/2006.

We still don't know why a small proportion of the fleet wears silver livery instead of standard white and blue. The majority of those reported are operated by Metronet, and include two Ford Transit Connect vans, both of which were photographed by Damon on 3rd November 2006. The first is 5741F, turning into the works from Bollo Lane. Beyond the fence is what is nominally the staff car park, although a few SVs can sometimes be seen there.



Photo 1626, by **Damon Cross**, added to LTSV on 09/11/2006.

5742F is a silver Ford Transit Connect van operated by Metronet and seen on Gunnersbury Lane, about to pass Acton Town station, on 3rd November 2006.



Photo 1627, by **Damon Cross**, added to LTSV on 09/11/2006.

Between the main lorry yard and Acton Town Station there are a couple of other buildings to the North of the railway line at which SVs can be seen and sometimes photographed. The building here is believed to be Frank Pick House, although I doubt he would have approved the architectural style. Parked in front on 3rd November 2006 were a trio of Ford Transits, with new dropside 6065F to the fore. This is a basic version, while 5703F behind has the additions of a crew-cab and tail-lift. The van at the rear is thought to be 5598F.



Photo 1628, by **Damon Cross**, added to LTSV on 09/11/2006.

With your zoom cranked up to the max, you can sometimes catch vehicles in the Lillie Bridge yard from Cromwell Road. This view taken on 3rd November 2006 shows Ford Transit dropside (crew-cab but no tail-lift) 5983F of Metronet. The high-roof van to the right was all-white BL05FKK, not thought to be a part of the service vehicle fleet.

Photo 1629, by **Ray Monk**, added to LTSV on 09/11/2006.

Jumping back to 31st August 2006, this view of the Acton Works entrance on Bollo Lane shows Metronet Ford Transit 5475F leaving. Clearly visible is the checker-plate tail-lift that has been replaced on more recent deliveries by a mesh one.

Photo 1630, by **Ray Monk**, added to LTSV on 09/11/2006.

Un-numbered Ford Ranger KJ03DXF has been illustrated here before, and the low sun in this shot taken on 27th October 2006 does obscure some of the detail. However, this view has been included as it shows it pulling trailer T63. Listed officially as a Challenger G13850 trailer in blue, it is evidently white, and appears to be similar to T64.

Comment by *Thomas Young* on 25/05/2007: I am 90 percent sure this is actually T64 rather than T63 so I have amended the records accordingly.

Photo 1631, by **Colin Lloyd**, added to LTSV on 12/11/2006.

2451M was one of the second batch of Mercedes-Benz vehicles bought by London Transport, which comprised 10 curtain-sided 307D trucks for use by the advertising department. The lettering on the cabside reads Advertising on the Move, London Transport Advertising. Note that unlike most curtain-sided vehicles, the sides here appear to be open upwards. Photographed at Acton Vale on 2nd January 1988.



Photo 1632, by **Colin Lloyd**, added to LTSV on 12/11/2006.

The Freight Rover 300 was a scaled-up version of the Leyland Sherpa, the smaller model continuing as the Freight Rover 200 (see photo 668). 10 of the 300-series were taken into the owned fleet between 1984 and 1987, the final four being minibuses like 2460L seen here at Acton Works on 8th May 1989. Despite the change of manufacturer, all Sherpa-derived vehicles used by LT were given L-suffix fleetnumbers. Having said that, 2460L is evidently devoid of lettering. The livery has been recorded as dark red but in reality is not hugely different from LT red.

Photo 1633, by **Colin Lloyd**, added to LTSV on 12/11/2006.

'Big-headed' Leyland Freighter 2464L was used by the lifts and escalators department from Griffith House and featured the large tail lift this section found useful (See also 1514F, 2535F, 2579 and 2585). It was one of very few Leyland vehicles to carry the post-1990 LUL livery, as seen here at Whitehall on 31st May 2000.

Photo 1634, by **Colin Lloyd**, added to LTSV on 12/11/2006.

The first large Mercedes-Benz lorries arrived in the last days of 1987 and carried the then-standard grey livery. Pictures of this make at Chiswick Works are therefore rare as the fleet was transferred to nearby Acton by 1990. On 13th August 1988, 2469M was in the yard at Chiswick, surrounded by Ford and Dodge lorries. Who could have foreseen then that these 'foreigners' would come to dominate the lorry fleet?

Photo 1635, by **Colin Lloyd**, added to LTSV on 12/11/2006.

Four Mercedes-Benz SK-series artic trucks have been used as service vehicles but all had subtle differences. 2471M was acquired second-hand in 1988 (see photo 658) and had a sun-visor and airfoil very like similar 2474M. However, 2471M was to an earlier design of the SK-series, having a flat-bottomed cab window with deeper quarterlight, where 2474M's was sloped. 2472M (see photo 1232) was also to the earlier design but was the only one to have a day-cab (and no sun visor), while later design 2551M (see photo 1009) was unique in having three axles and the final design of grille. In this view of 2471M taken at Acton Works on 28th May 1992, another recognition feature is visible in the air-horns mounted above the driver's door. While on the subject of recognition, York trailer YT28 can be distinguished from broadly similar YT29 (see photo 658) by having a different style of headboard and lacking wheelarches and beaver-tail. Both trailers originally had side panels.



Photo 1636, by **Colin Lloyd**, added to LTSV on 12/11/2006.

To allow the retirement of the Ford D-series uniform issue lorries (see photo 797), a pair of trailers were built by Carrymaster for LUL in 1993. An impressive 15 feet tall, they were fitted out with uniform storage racks, and a serving counter at the rear, as described in the Capital Transport service vehicle book. Haulage of these trailers was often entrusted to Mercedes-Benz 1726 tractor unit 2474M, possibly because this was fitted with a roof-mounted airfoil. 2474M with CMT53 in tow was seen at Drummond Gate near Victoria on 25th August 1994. The trailers were out of use at Acton by 2003 (as seen in photo 112), their role having been taken over by a pair of small Mercedes-Benz trucks (see photo 275), while Ford Transits like 4398F and 5816F have also been seen with appropriate lettering.

Photo 1637, by **Colin Lloyd**, added to LTSV on 12/11/2006.

Mercedes-Benz 1726 tractor unit 2474M was seen on Vauxhall Bridge Road on 24th August 1994 with one of the two uniform issue trailers (thought to be CMT53) in tow. These had a door on the nearside although access was usually through the rear, as illustrated in the Capital Transport service vehicle book. 2474M lost its roof-mounted airdam when the use of these tall trailers ceased.

Photo 1638, by **Colin Lloyd**, added to LTSV on 12/11/2006.

Three Mercedes-Benz 408D dropside trucks with crew-cabs and tail-lifts were bought in April 1990, and all survived until 1996 which is not bad going for vehicles of this size. Looking a little work-worn, 2477M was caught rounding Parliament Square on Valentine's day 1995.

Photo 1639, by **Colin Lloyd**, added to LTSV on 12/11/2006.

Six Mercedes-Benz 408D trucks numbered 2475-2480M were delivered in April 1990, being among the first in the fleet to carry the new LUL livery. This view taken at Acton Works on the 27th of that month, shows three of the six awaiting entry into service. The first three of the batch had crew-cabs and dropside bodies with tail-lifts, as seen on 2475M in the centre and 2477M to the right. The other three were reported as demountables with single cabs. 2478M, seen on the left here, initially carried a mobile generator (see photo 978) but was later converted to a vehicle carrier (see photo 274), and remained in service until at least 2004. 2479M had a caged tipper body (see photo 343), while no pictures of 2480M have been seen.



Photo 1640, by **Colin Lloyd**, added to LTSV on 12/11/2006.

2483M was one of a pair of Mercedes-Benz 2421 refuse trucks bought in September 1990 and given this smart livery. On 22nd May 1991 it was found passing through Victoria.

Photo 1641, by **Colin Lloyd**, added to LTSV on 12/11/2006.

Four Mercedes-Benz 814 dropside lorries were delivered in red livery in Autumn 1990, and appear to have been used mainly by the bus operations. 2485M (photo 1334) and 2486M (photo 149) were sold to the privatised bus companies, while 2487M ended up with LUL and, repainted white and blue and converted to a flatbed, was still active in 2006 (photo 1181). 2489M, which was originally based at West Ham bus garage, was also apparently repainted in LUL livery, but was sold in 1998. It was seen, looking fresh but unlettered, at Acton Works on 29th April 1992.

Photo 1642, by **Colin Lloyd**, added to LTSV on 12/11/2006.

One of a pair of long-wheelbase Ford Transit minibuses bought in September 1992, 2502F gave a creditable 10 and a half years' service. It was seen on Bridge Street, Westminster, on 2nd February 1994 with Jubilee Line Extension notices on the dashboard. The combination of round-cornered headlamps and plain bonnet was used between about 1992 and 1995.

Photo 1643, by **Colin Lloyd**, added to LTSV on 12/11/2006.

Not previously illustrated, 2508M was one of 6 Mercedes-Benz 1114 demountable trucks bought in 1993. An earlier batch of 6 similar vehicles (though fitted with cab headboards) had arrived in 1990 for use by the Emergency Response Unit. Following replacement by Volvo lorries, these were transferred to general duties, thereby joining the second batch. Typical of the bodies carried is the Locomotors dropside with crew cab seen in this view taken at Baker Street station on 22nd August 2001. 2508M was withdrawn in about April 2006, having been replaced by new MAN trucks.

Photo 1644, by **Colin Lloyd**, added to LTSV on 12/11/2006.

The demountable concept has been widely used by LUL since 1990, with a total of 23 bodies, to a variety of configurations, being bought over the next decade. Perhaps the most flexible are the dropside bodies with crew compartments built (like most other bodies) by Locomotors. DB11 was to this layout and was seen on Mercedes-Benz 1114 lorry 2534M at Elephant and Castle on 3rd February 2000.

Photo 1645, by **Colin Lloyd**, added to LTSV on 12/11/2006.

The last of the six 1993-vintage Mercedes-Benz 1114 demountable lorries to be illustrated on this site is 2536M, seen with box body DB9 on Bridge Street, Westminster, on 11th January 2000. 2536M was withdrawn in spring 2006, having notched up a very respectable 13 years of service.

Photo 1646, by **Colin Lloyd**, added to LTSV on 12/11/2006.

Sutton Garage received two Ford Escort vans in the late 1980s, and both were treated to the short-lived SuttonBus local identity. The first of the pair was 3708F, seen at Morden Station on 24th May 1989 surrounded by DMS buses and a London Country South West Leyland Atlantean.

Photo 1647, by **Colin Lloyd**, added to LTSV on 12/11/2006.

The second of two Ford Escort vans allocated to Sutton Bus Garage in the late 1980s was 3761F. Like 3708F, this gained SuttonBus markings, although the telephone number appears to have been left off. It was seen outside its home garage on 14th April 1991.





Photo 1648, by **Colin Lloyd**, added to LTSV on 12/11/2006.

Typical of the special treatment often afforded to engineers vans based at bus garages, Ford Transit 3770F was seen outside its home of Thornton Heath on 1st September 1990.



Photo 1649, by **Colin Lloyd**, added to LTSV on 12/11/2006.

Catching some winter sunshine at Bexleyheath on 16th February 1991, Ford P100 pick-up 3806F was based at the nearby bus garage, and had replaced earlier model P100 3353F (see photo 235) in February 1990. The cream and blue livery carried by vehicles at this garage from 1988 had by then been replaced by standard red, although the Bexleybus local identity survived a little longer, and can just be made out applied above the back wheel.



Photo 1650, by **Colin Lloyd**, added to LTSV on 12/11/2006.

Most of the 23 Ford P100 pick-ups leased by LT wore red livery, although they were allocated to both bus and tube duties. 3815F, seen at Acton Works on 29th April 1992, was one of the latter, being based at Lillie Bridge and Long Acre (Covent Garden). Over two years old at the time, it has no lettering apart from a tyre pressure indicator on the rear wheelarch. The vehicles in the background include a pair of Ford Transit vans, a Freight Rover minibus (one of 2460-2463L), and Vauxhall Astra van 4031B. This last vehicle was unusual in being a second-hand addition to the leased fleet, and one of very few to have been first registered in Scotland (3650F is another example.)



Photo 1651, by **Colin Lloyd**, added to LTSV on 12/11/2006.

A couple of things about this picture are (slightly) interesting. Ford Escort van 3825F had been new in February 1990 and was seen at Acton Works on 30th August that year. The fleetnumber is notable for not having the suffix, quite unusual then but much more common in later years. Strangely, this van had a full fleetnumber, slightly lower down, when new. Perhaps it had received accident damage repairs. The boxed lettering shows the attempts to seek additional work and reads 'Distribution Services', 'Transport Contractors' with a phone number. Finally, the minibuses lined up in the background appear to be former dial-a-ride Renaults. These may have been stored here pending disposal, although it is believed there was no official connection between London Transport and London Dial-a-Ride at the time.



Photo 1652, by **Colin Lloyd**, added to LTSV on 12/11/2006.

This fine portrait of a City of Westminster parking meter also includes a rather unusual service vehicle! Parked opposite Victoria Coach Station on 6th May 1990, Ford Escort van 3871F carries a livery not unlike that used by LUL at the time. However, the lettering shows the user as Network Operations LBL. Curiously, it was reportedly based subsequently at South Kensington and Whitechapel, neither of which were LBL locations.

Photo 1653, by **Colin Lloyd**, added to LTSV on 12/11/2006.

Already illustrated when newly delivered (see photo 875), Peugeot 504 pick-up 3878P worked from Harrow Weald Bus Garage and was seen at Harrow Bus Station on 25th August 1990. As well as a beacon light, it had gained lettering for the Harrow Buses local identity. This appears to have been added using LT red letters, rendering it almost invisible against the (only slightly) lighter shade of red bodywork.

Photo 1654, by **Colin Lloyd**, added to LTSV on 12/11/2006.

Very few members of the leased fleet were obtained second-hand, the exceptions including this Ford Transit seen at Acton Works on 29th April 1991. Although un-lettered, D95600B was allocated the number 3880F, among vehicles 3 years its junior. The livery is a shade of blue similar but not identical to that used by LUL in the late 1980s. If you want to know why the Astra in the background is listing somewhat, take a look at photo 757.

Photo 1655, by **Colin Lloyd**, added to LTSV on 12/11/2006.

3884F was a Ford Escort van based on the 3-door estate car shell (compare the layout to the standard Escort vans in the background) and was delivered in February 1990 a couple of months before LUL adopted the white and blue livery. It was reportedly allocated to Ruislip Depot and lasted until January 1993, apparently never gaining the blue skirt livery. On 23rd January 1992 it was visiting Acton Works and shows off its Engineers Train Unit lettering and lack of fleetnumber.



Photo 1656, by **Colin Lloyd**, added to LTSV on 12/11/2006.

The Selkent bus operation received three of these Ford P100 pick-ups in May 1990, all of which wore the current bus livery of red with a grey skirt. All three also carried the name of their home garage and the Selkent hops logo, and had roof-mounted beacon and spot-lights. 3891F was seen inside Plumstead garage during the open day on 20th July 1991. Note the tarpaulin across the load space, and the application of legal lettering to the skirt.

Photo 1657, by **Colin Lloyd**, added to LTSV on 12/11/2006.

The London Underground livery of white and blue first appeared in 1990 and was to continue unchanged until 2003 when the new infracros started applying their logos. 3929F was new in August 1990 and was a long-wheelbase mid-height Ford Transit van with roof rack. Experts on the marque will recognise this as a pre-1992 Transit. Similar vans after then had the rear wheel further back and more radiused headlamps (as seen on 4185F in photo 904). It was seen amid the reconstruction of Hammersmith Station on 25th July 1992.

Photo 1658, by **Colin Lloyd**, added to LTSV on 12/11/2006.

There are a couple of odd things about this Ford Transit van seen at Acton Works when new on 26th July 1990. Most apparent is the unusual positioning of the fleetnumber very low on the cabside. Secondly, it was among a batch registered in London in the G/BLW series, but carried an Oxfordshire registration G640YWL. It was originally thought that this was an error for G640YLW but no evidence of a correction has been found. Standard livery by this time was LUL white and blue but 3950F carried plain white as it was destined for the publicity department, spending time at Ferry Lane and Stamford Brook. The wrecked Transit minibus visible in the background is 3603F (see photo 755).

Photo 1659, by **Colin Lloyd**, added to LTSV on 12/11/2006.

Vans used by the publicity department were normally specified with a sliding driver's door (so that the sliding drivers could get in?!). Seen at Ruislip Station in need of a scrub down on 22nd January 1992 was 3952F, a standard Ford Transit van. The yellow sticker on the door reads 'London Transport Advertising, Bus Stop Maintenance'.

Photo 1660, by **Colin Lloyd**, added to LTSV on 12/11/2006.

A publicity department Ford Transit van (slightly cleaner than sister vehicle 3952F in the previous photo), 3958F was seen at Lewisham on 18th April 1991. The runner for the sliding offside cab door is just visible, although it will be noted the nearside door is hinged.

Photo 1661, by **James Mair**, added to LTSV on 14/11/2006.

A fine illustration of this vehicle was included in SUP15B but this view shows it somewhat later in its life. 4111F was a Ford Transit dropside leased for the London United bus operation in 1992 and it carried a non-standard blue livery. Sister vehicle 4110F was similar but dark red (see photo 899). Allocated to Shepherds Bush garage, 4111F originally had large London Buses roundels on the bodysides, and traces of these can still be seen. It also originally had the London United name and crest but the name had been removed from both sides by the time of this photograph. Notable is the fact that the body is very long but has single-piece dropside doors.

Photo 1662, by **James Mair**, added to LTSV on 14/11/2006.

This is Jamestown Road, Camden, home for some years to part of the London Transport Advertising fleet. Most of the vehicles to be seen here were Ford Transit vans in plain white livery, but there were a few exceptions. 4234F was a Ford Escort van new in 1992 and also plain white. Similar vehicles (like 4230F, see photo 909) were being delivered for bus station support duties around the same time. The Ford Transits behind are 4125F and 4123F.

Photo 1663, by **James Mair**, added to LTSV on 14/11/2006.

This picture, and the one that follows it, have been included to show that Ford Transit dropside vans were often 'handed'. 4292F had been new in April 1993 and was lettered for the Infrastructure Manager of the Metropolitan Line. In this offside view taken outside Ruislip station it will be noticed that there is no access door to the crew compartment on this side, and that the dropside panel goes all the way to the front of the body.



Photo 1664, by **James Mair**, added to LTSV on 14/11/2006.

The nearside of Ford Transit dropside 4292F, this time at Rickmansworth, shows the (un-glazed) crew compartment access door fitted to this side only, and the shorter dropside panel. The latter feature is presumably due to the fitting of a small crane in this area, and has also been noticed on more modern vehicles like 5072F (see photo 371).

Photo 1665, by **James Mair**, added to LTSV on 14/11/2006.

Somewhere in the leafy North West London suburbs, James found this Ford Transit van of LUL coupled to a wood-chipper trailer. The trailer is thought to belong to a contractor or hire firm as it is unlikely that LUL would buy such a specialised machine. Interestingly, the trailer is carrying the registration number of Mercedes-Benz truck 2542M (see photo 29) rather than that of the Transit.

Photo 1666, by **James Mair**, added to LTSV on 14/11/2006.

Between 1993 and 1997, these white VW Transporter vans were a familiar sight at bus stations across London. Two of the 16 vans leased were seen at Edgware Bus Station, with 4311V on the left and 4385V on the right. Although replaced by Ford Transits, Transporters were to make periodic comebacks over the following decade. All such vehicles after 1998 carried the VW suffix, while all bus-related Transporters after this were red rather than white.

Photo 1667, by **James Mair**, added to LTSV on 14/11/2006.

The role of keeping roadside publicity and advertising up to date was undertaken by LTA (London Transport Advertising), and was later contracted-out under the brand TDI. Many of the vehicles received this new name, often retaining their fleetnumbers. The operation was later taken over by multimedia giant Viacom, and some former service vehicles survived long enough to receive that name too. In TDI livery, 4338F was seen at Uxbridge Bus Station in front of a former Centrewest RW-class Renault minibus now in use with Bee Line. Note the sliding cab door typical of vans used in this role.





Photo 1668, by **James Mair**, added to LTSV on 14/11/2006.

Five Ford Courier vans were leased by LUL in 1995 and were built to the original design of this model, showing a lot of similarity to the contemporary Ford Fiesta car and van (see photo 897). Three were reportedly in white and blue while there was one each in red and maroon. 4485F was one of the former but evidently did not have the blue skirt applied as this picture taken at Northwood Station shows. Sixteen further Couriers were leased over the following six years but the majority were to the revised design seen on 5263F (see photo 54). The bus in the background is an RW-class Renault S75 minibus, notable for being bodied and registered in Northern Ireland. Many of these were later transferred to the Bee Line (see photo 1667).



Photo 1669, by **James Mair**, added to LTSV on 14/11/2006.

The most interesting thing about this picture (to me at least) is not the smart pair of Vauxhall Astra vans parked off the A40 in North West London. Nor is it the box trailer on the right (which belonged to a contractor). If you look carefully you will see that the Ford Escort van on the left is registered M514WTM. Official information lists this vehicle as being part of the un-numbered fleet for the extremely short period between December 1995 and February 1996. Unfortunately, the registrations of the other plain white vans in the background are not known.



Photo 1670, by **James Mair**, added to LTSV on 14/11/2006.

This view of two Vauxhall Astra vans at an unknown location in North West London shows another 'service vehicle' in the form of one of the battery locomotives used by LUL on engineers trains. Several of these are currently stored at Ruislip depot and can be seen from Metropolitan line trains on the Uxbridge branch.



Photo 1671, by **James Mair**, added to LTSV on 14/11/2006.

In January 2000, responsibility for the supply of electricity for the underground network was contracted out to Seeboard, and a number of service vehicles were transferred to this operator. Many of these retained full livery and fleetnumbers for the next few years, often with the addition of SEEBOARD POWERLINK logos. An example of this is Ford Transit dropside 4781F seen at Harrow-on-the-Hill station soon afterwards.



Photo 1672, by **James Mair**, added to LTSV on 14/11/2006.

Before the service was finally contracted out, London Underground ran three Ford Transits from a depot at Bow Road to service the vending machines at stations. Like 4844F seen at Stanmore Station, these all carried plain white livery. However, the most notable aspect of this vehicle was the misspelling of the cab-side lettering, which reads London Transort, vending services. The missing letter p had been added as seen in the inset.

Photo 1673, by **James Mair**, added to LTSV on 14/11/2006.

Like the Ford Focus cars that followed them, the Ford Fiesta cars used by LBSL from 1998 were capable of carrying removable light bars. The only Fiesta photographed with one of these in place was 4911F, seen at Uxbridge Bus Station. The off-centre positioning of the door label suggests that it originally stated 'London Transport Buses', as seen on similar 4912F (photo 1674).

Photo 1674, by **James Mair**, added to LTSV on 14/11/2006.

The rear end of the LBSL Ford Fiesta cars has not previously been illustrated. This is 4912F at Edgware Bus Station in company with one of the red VW Transporter vans. The 'London Transport Buses' labels were changed to read just 'London Buses' shortly afterwards.

Photo 1675, by **James Mair**, added to LTSV on 14/11/2006.

An earlier view (photo 551) of the nearside of this vehicle showed it carrying no fleetnumber on that side. To make matters worse, the number on the offside was wrong! Ford Transit minibus T85DPP was officially 4951F but carried 4955F, a number that belonged to Ford Escort van T801NGP (photo 619).



Photo 1676, by **James Mair**, added to LTSV on 14/11/2006.

There seems to be a role for a solitary luton van in the main service vehicle fleet, this being based at Acton and often visible from passing trains. Between 1999 and 2003 this vehicle was Mark 5 Ford Transit 4958F as seen here. It was replaced by Mark 6 Transit 5519F (photo 1106) in August 2003, although this lacked the over-cab extension. 4958F was shown on official lists as T180TPP, and the DVLA website suggests that this was the correct registration. As this picture shows, it actually carried T190TPP on the rear at least.

Photo 1677, by **James Mair**, added to LTSV on 14/11/2006.

Ford Transit van 4981F was delivered in plain red as seen in photo 288. It was soon adorned with London Buses lettering and graphics for its use by the Passenger Data team.

Photo 1678, by **James Mair**, added to LTSV on 14/11/2006.

This view looking into the yard at Edgware Road Station was taken in about 2000 and shows a couple of the residents parked in their correct positions according to the registration plates mounted on the wall. Nearest the camera is Ford Ranger pick-up 4986F from the first trio of such vehicles. These all had crew-cabs but 4985F and 4986F lacked the hard-tops fitted to most subsequent deliveries. Beyond this is Ford Transit dropside 4600F, new in 1996. Note the beacon lights on the top of the tail-lift runners. The cab side lettering on both vehicles reads London Underground Limited, Lifts, Escalators and Pumps.

Photo 1679, by **James Mair**, added to LTSV on 14/11/2006.

This view of Ford Transit crew van 4989F taken on North End Road in 2001 has been included for a couple of reasons. Firstly, it shows the long-handled ladder racks also seen on newer 5414F (see photo 1478). Secondly, it contrasts with this vehicle's later temporary role as a bus station support vehicle for London Buses (photo 1680).



Photo 1680, by **James Mair**, added to LTSV on 14/11/2006.

Ford Transit crew van 4989F was unusual in being transferred from LUL to LBSL, perhaps temporarily to cover a shortage of vehicles. All lettering apart from the fleetnumber was removed, as were the roof-mounted ladder racks it carried earlier. It was seen at Edgware Bus Station with evidence of its new role visible inside. The access ladder on the rear door was retained.

Photo 1681, by **Scott Tillbrook**, added to LTSV on 14/11/2006.

Un-numbered Ford Galaxy car VO53SBZ has been reported at various locations in South London over the past couple of years and on 8th November 2006 had got as far West as Hounslow Bus Station. I have never seen LBSL vehicles parked here and had presumed that this area was covered by the allocations at Uxbridge and/or Kingston. Note the tinted windows.

Photo 1682, by **Damon Cross**, added to LTSV on 14/11/2006.

Another service vehicle that was worth chasing turned up near Tottenham Hale on 7th November 2006, and Damon managed to capture this view despite the heavy traffic. N48BSL is one of three short-wheelbase Land Rovers used by Arriva London. All were originally based at the former Grey Green depot in Dagenham but it is possible this one has since moved to Lea Valley or Edmonton.

Photo 1683, by **Damon Cross**, added to LTSV on 14/11/2006.

Training buses are not counted as service vehicles on this web site, and the example here is not meant to be the main subject of the picture! However, it was left in as it has an interesting history. J135PVC was a dual-door all-Leyland Olympian built as a demonstrator and finished initially in London Buses livery. I seem to recall it was used for a while in East London, but was soon sold to Capital Citybus as their 250. Capital Citybus became First Capital, and then plain First, and the fleetnumbers were changed to national ones that I still can't get used to. With the delivery of huge numbers of low-floor double-deckers, J135PVC was transferred to the training fleet and repainted in a plain variation of Barbie livery as seen here near Northumberland Park depot on 7th November 2006. The lorry (before I forget) is 2523F. As no tail-lift is fitted the rear of the open body is a drop-door.



Photo 1684, by **Damon Cross**, added to LTSV on 14/11/2006.

Ford Transit 5838F is allocated to the Tube Lines operation and has been seen on several occasions in the vicinity of Acton Works. Damon caught up with it outside Northumberland Park depot on 7th November 2006, which is slightly odd as this depot serves the Victoria line, and is therefore usually host to vehicles of Metronet BCV. In case it has not been mentioned before, Tube Lines originated as the JNP infraco, serving the Jubilee, Northern and Piccadilly lines. A reminder of this is that the house colours of these three lines form the lower segments in the 'tube tunnel' logo that Tube Lines use.



Photo 1685, by **Damon Cross**, added to LTSV on 14/11/2006.

Sovereign Recovery have a small base near Arriva London's Lea Valley and Edmonton depots, and Damon dutifully snapped this Iveco truck there on 7th November 2006. What he did not realise at the time was that the Ford Escort van alongside is (or was) a real service vehicle. Four Fords in the L/NMY series were used by South London and Leaside from about 1994, the two companies both being bought by Cowie that year. L145NMY was initially with South London but had moved to the Edmonton depot of Arriva London North (as Leaside became) by 2004. It may have been sold to Sovereign at about this time.



Photo 1686, by **Damon Cross**, added to LTSV on 14/11/2006.

Yet another Arriva London Vauxhall Combo crew ferry van, this time number 2, bouncing along the road next to the canal that separates the two bus depots of Lea Valley and Edmonton. 7th November 2006.



Photo 1687, by **Damon Cross**, added to LTSV on 14/11/2006.

It is purely coincidence that all of Damon's photos this time are rear-end shots! This pair of Arriva London vans at Lea Valley depot on 7th November 2006 are two of the older members of the fleet. W303PVC is crew ferry van number 29 and is a standard (pre-2000 model) Vauxhall Combo. Judging by the fact that it has a fleetnumber and blue Arriva logo, green Vauxhall Astra van T920BBK is also a crew ferry van. Engineering vans seem to have orange logos, and do not have external fleetnumbers.

Comment by *scott tillbrook* on 20/11/2006: The green Vauxhall Astra van T920BBK in the back ground is an Engineering van and not a crew ferry van, the reason i know this is cos i work at lea valley garage were the picture was taken

Comment by *Thomas Young* on 20/11/2006: Ah, there goes my theory about the logo colours then! Cheers anyway, and welcome on-board.

Comment by *Ray* on 24/11/2006: Did the driver of 39 get a parking ticket parking in the 'ferry van' bay?





Photo 1688, by **Julian Bowden-Green** collection, added to LTSV on 14/11/2006.

A flashback to the 1970s, with Merlins on the Red Arrows and Victoria Bus Station still under-cover. Ford Escort estate 1817F is typical of inspector's cars of the time except that it does not have a roof roundel. It was based at the nearby garage and worked from 1973 until 1976, replacing and being replaced by virtually identical vehicles.



Photo 1689, by **Julian Bowden-Green**, added to LTSV on 14/11/2006.

Two of these chunky-looking AEC Mercury lorries were bought in the early 1970s, being the last AEC vehicles supplied new to London Transport. They were used to carry large loads (such as bus engines) between Chiswick works and the 60-plus bus garages then in use. 1840Q was based at Stockwell, where it was photographed on 27th October 1977, while 1841Q covered north London from Walthamstow. It would be interesting to know why these vehicles were ordered as the heavier models in the Ford D-series would have appeared just as capable. The object between the cab and the dropside body is believed to be the fuel tank.



Photo 1690, by **Julian Bowden-Green**, added to LTSV on 14/11/2006.

Chiswick works was home to the training school, and this used a fleet of cars as well as buses to train and evaluate new drivers. Most of the 1974 batch of Ford Escort estate cars numbered 1843F to 1854F were used by the training school, and carried lettering and L plates as seen here on 1848F. The Escort van in the background (1776F) was also used prior to its delicensing in January 1977.



Photo 1691, by **Thomas Young**, added to LTSV on 14/11/2006.

I haven't scored many photo scoops recently, particularly compared to our more prolific contributors. But this van seen this morning (14th November 2006) was a bit special and has been included despite a less than perfect photo. It arrived at London Bridge Bus Station as I was commuting through, and is the first VW Caddy van reported in the main fleet. Oddly, it carries LUL livery but had London Buses labels on front and rear, and a removable beacon light. As such it is rather like Vauxhall Combo van LR03MYT (photo 1319). The latest VW Caddy van is similar in size to the Ford Transit Connect, earlier models such as East Thames Buses' R218YHK (photo 1343) were noticeably smaller. The new design includes a remarkably flush-fitting cargo door.



Photo 1692, by **Ray Monk**, added to LTSV on 01/12/2006.

One of 15 Ford Transit Crew Vans used by Metrobus for crew ferry duties, 8015 stands out by virtue of its metallic red livery, and was found at their Crawley depot on 16th November 2006. It carries its full fleet number in white letters on the nearside, and also has a duty card (FB22) in the windscreen.

Photo 1693, by **Ray Monk**, added to LTSV on 01/12/2006.

A Mercedes towing a Mercedes! 5798M passed Ray in this rather ignominious manner on 18th November 2006. The location is Bollo Lane (Frank Pick house is visible in the background), and it was presumably being taken to Acton Works for attention. London Buses (and London Underground) vans have often been seen under repair at Smallbills Garage on Bollo Lane, but this ensemble has already passed their premises.

Photo 1694, by **Ray Monk**, added to LTSV on 01/12/2006.

One of two brand new Ford Focus estate cars seen at Acton Works on 20th November, this view shows 6069F turning onto Bollo Lane. First registered just three days earlier, it had yet to acquire logos but did have fleetnumbers and a pair of roof rails. Some more newly delivered vehicles can just be glimpsed at the back of the staff car park. These comprised four Toyota Prius cars for TfL Streets, and a single Renault Kangoo.

Photo 1695, by **Ray Monk**, added to LTSV on 01/12/2006.

Brand new Ford Focus estate 6081F was caught as it left Acton Works on 20th November 2006. Compared to similarly registered 6069F, also seen that day, 6081F lacks roof rails. One week later this car was seen at Euston Control Room, and had acquired Tube Lines logos.



Photo 1696, by **Ray Monk**, added to LTSV on 01/12/2006.

This van was found parked off Bollo Lane on 20th November 2006 and is of interest, to me at least! 5429F has been listed as a long-wheelbase van with roof-rack and ladder. However, it is evidently now a crew van and has no roof-rack. The fitting of additional side windows (in this case on both sides) has been mentioned before, but the removal of roof racks is new. There are four marks on the cant rail that reveal where the rack was attached. Similar marks are visible on much newer Transit 5861F in photo 1622, which explains why that van had a ladder on the rear.

Photo 1697, by **Ray Monk**, added to LTSV on 01/12/2006.

The hiring of vans by London Buses continued throughout 2006, a late addition being Iveco Daily BU06LTY seen at Aldgate Bus Station on 21st November with what looks like a flat rear tyre. This vehicle is quite similar to Metronet 5506I in the numbered fleet (see photo 1603).

Photo 1698, by **Ray Monk**, added to LTSV on 01/12/2006.

This little van is something of a mystery. It carries a fleetnumber but no other markings except tyre pressure and fuel capacity indicators. The livery and location suggest that it is used by London Buses, in which case it is one of very few vans not to carry the normal logos and orange squares. It is also odd for only having been reported in South East London, in this case Lewisham Bus Station on 27th November 2006. The inside appears to contain a set of drawers, perhaps for timetables or notices. Also just visible is that the nearside cargo door has a window in it. A photograph of a Metronet liveried Transit Connect with this rare configuration will be published shortly.

Photo 1699, by **Ray Monk**, added to LTSV on 01/12/2006.

Shades of red at Lewisham Bus Station on November 27th 2006, with some winter berries, an East Thames Buses Scania, and Ford Transit Connect van 5691F. The role and base of this rarely reported vehicle remain a mystery. Neatly reflected in the clean bodywork is Telstar Ford Transit van X485YBR (see photo 1462).



Photo 1700, by **Ray Monk**, added to LTSV on 01/12/2006.

Yet another transfer from the London Dial-a-Ride fleet to East Thames Buses for crew ferry use is Mercedes Benz 308D minibus M422BLO. This was latterly D277 based at the Perivale depot. As seen in this view taken at Lewisham Bus Station on 27th November 2006, the fleetnumber has been modified to E277.

Photo 1701, by **Ray Monk**, added to LTSV on 14/12/2006.

Seen attending to London Central DML3 at Eltham High Street on 1st December 2006, this is probably the most distinctive recovery vehicle in London, and certainly the only one to feature a picture of Russell Crowe! DAF 95XF GK02PUU was acquired second-hand by Dynes Recovery of Dartford, and given fleetnumber 32. Also in attendance is their 34 (EA05OWW), a high-roof Ford Transit van. Spotters should beware that the front registration on this truck has been 'modified' to read GK02POO!

Comment by *Thomas Young* on 17/03/2007: This vehicle can often (but not always) be seen parked on Carlyle Road in Thamesmead.

Comment by *richard* on 19/12/2011: Now working in Russia

Photo 1702, by **Damon Cross**, added to LTSV on 14/12/2006.

The business (or 'dirty') ends of the LUL dustcarts are not often illustrated here. Rectifying that situation is this view of two-axle Mercedes-Benz Eonic 2576M heading into Acton Works on the afternoon of 5th December 2006.

Photo 1703, by **Damon Cross**, added to LTSV on 14/12/2006.

Silver Peugeot Expert van 5436P of Metronet can often be seen near Acton Works, as in this view taken from Bollo Lane on 5th December 2006.





Photo 1704, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

Standard Ford Transit van 5544F of Tube Lines is another vehicle that can often be seen around Acton Works. On the 5th December 2006 it was caught passing Acton Town station.



Photo 1705, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

KJ06JUK is a Ford Transit Dropside truck with crew-cab and tail-lift, operated by Metronet. Unlike the majority of similar vehicles in the fleet, it does not carry a fleetnumber, although no doubt one is allocated. On 5th December 2006 it was found on Bollo Lane, Acton.

Comment by *Thomas Young* on 11/03/2007: Now known to be numbered 5903F



Photo 1706, by **Thomas Young**, added to LTSV on 14/12/2006.

The only 'standard' (i.e. short-wheelbase, low-roof) Ford Transit reported in silver livery to date is 5743F of Metronet. On 5th December 2006 this was seen entering Acton Works. Note that the rear windows are also silvered!



Photo 1707, by **John Lloyd Martin**, added to LTSV on 14/12/2006.

Seen inside Pelham Street on 5th December 2006, this Vauxhall Astra van (6024V) shows a recent variation to the Metronet logo, with the additional text of 'Operations Group'.



Photo 1708, by **Thomas Young**, added to LTSV on 14/12/2006.

Pelham Street, South Kensington has an LUL office building with a small parking area behind, the latter being accessed from either end. On 5th December 2006 we peered around the gates to see this collection of service vehicles. From the left are Metronet Vauxhall Astra 6024V, a Ford Transit Minibus of contractors Morson, and Vauxhall Astra 6025V. At least two other Metronet-liveried vehicles are also visible. The Circle line runs parallel to the building, in a cutting beyond the back windows.



Photo 1709, by **Thomas Young**, added to LTSV on 14/12/2006.

A closer view of Metronet Vauxhall Astra van 6025V inside Pelham Street on 5th December 2006. Parked behind are a Ford Transit Connect van and another Vauxhall Astra van, both with Metronet, and Astra van FE04ZKZ, thought to be a contractor's vehicle.



Photo 1710, by **Damon Cross**, added to LTSV on 14/12/2006.

A further batch of Ford Transit Connect vans was leased for Tube Lines in winter 2006 and joined the collection of vehicles that can often be seen visiting Griffith House at night. Illustrating this is 6037F outside the Chapel pub on 5th December 2006. Note the side cargo door and LPG filler point.



Photo 1711, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

This van was found parked outside Edgware Road Station on the night of 5th December 2006 with only a fleetnumber for identification. Regular visitors to this site should recognise this as being a long-wheelbase, high-roof Ford Transit, in this case of the 125 T350 model. Judging by the contents of the cab, it was apparently working for Metronet at the time.





Photo 1712, by **Damon Cross**, added to LTSV on 14/12/2006.

The streets around Griffith House are usually full of service vehicles late at night, and parking spaces are often at a premium. Ford Transit Connect van 6035F had managed to find a slot when it was photographed on 5th December 2006. Note that the road in the background is called Shillibeer Place.



Photo 1713, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

Something of a surprise was finding this Honda CR-V of Metronet parked near Griffith House on the night of 5th December 2006, 6108H being the highest reported fleetnumber at the time.



Photo 1714, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

Night photography is tricky and the results can be very variable. Capturing moving vehicles is impossible and even parked ones can prove difficult. Digital manipulation can usually improve images but at the loss of some detail or sharpness. Because of this, a couple of smaller than usual pictures have been included this time, as they show interesting subjects. Here we see the rear of new Honda CR-V 6108H near Griffith House on the night of 5th December 2006. The Metronet sign on the spare wheel cover is a good recognition point for these otherwise inconspicuous cars.



Photo 1715, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

This van had to park some distance from Griffith House on the night of 5th December 2006, all the nearer spaces having been taken. With no external fleetnumber, RE56AWG was the first crew van variant of the VW Transporter van reported as a service vehicle. Like the similar Ford Transit vans, the distinction between van and crew van is made depending on whether additional side windows are fitted.

Comment by *Thomas Young* on 11/03/2007: Now known to be numbered 6052VW



Photo 1716, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

Another of the Tube Lines Transit Connect vans photographed on the 5th December was 6038F. None of the batch present had the model badge under the side windows, but the leaf logo on the rear, and the filler point on the nearside indicate that they are LPG-powered. On the other side of the road were several plain white Vauxhall Astra vans which, although no doubt in use by Griffith House staff, were assumed not to be part of the real service vehicle fleet.



Photo 1717, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

6066V was the first reported example of the latest Vauxhall Astra van model, and was seen near Griffith House on 5th December 2006. The previous design can be seen on slightly older 5863V (photo 1262). This image has had the brightness and contrast increased considerably, and then an edge-preserving smooth applied to reduce the graininess.



Photo 1718, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

The Vauxhall Astra range was revamped in 2004 as seen on estate car 5681V (photo 1349). However, Astra vans continued with the previous style for another couple of years. The first example of a new van was 6066V, seen near Griffith House on 5th December 2006. Note the 'tin-can' headlamps.



Photo 1719, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

Griffith House at night-time often sees a number of Vauxhall Astra vans visiting, these vehicles otherwise being hard to spot. It is presumed that many are parked at their driver's homes during the day. 6029V of Metronet was photographed on 5th December 2006.





Photo 1720, by **Thomas Young**, added to LTSV on 14/12/2006.

I am quite proud of this picture as my little camera is not designed for night work! By resting on a fence, and by later bumping up the brightness and contrast, I was able to capture Ford Ranger 5953F parked on the forecourt of Baker Street Station in the early hours of December 6th 2006. This location used to be home to quite a number of service vehicles but they are now rarely seen here in daylight.

Comment by *Thomas Young* on 03/08/2008: I have been looking at Rangers today (the Ford car, not the Scottish football team) and this example looks a lot weedier than the rest. It seems to sit lower on its suspension and has no bulging wheelarches. The front design is also rather different. I suspect this may be a 2WD version. It also has no doors for the back seats.



Photo 1721, by **Thomas Young**, added to LTSV on 14/12/2006.

This picture was not quite so good but has been included as it shows the logos of both of the main Infracos. Taken on Baker Street on 6th December 2006, the two mid-height Ford Transit vans are Tube Lines crew van 5603F (from Stratford) and Metronet 5393F. Although both vans have roof racks, only 5603F has an access ladder.



Photo 1722, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

Caught as it made a speedy departure from Addington Interchange on December 6th 2006, the lettering on this Ford Transit van leaves no doubt as to the operator.



Photo 1723, by **Thomas Young**, added to LTSV on 14/12/2006.

Metrobus took delivery of a batch of 8 Mercedes-Benz Vito minibuses in November 2006 and allocated them all to their Croydon garage for crew transfer work. It would seem that the slightly older Ford Transit vans replaced were reallocated rather than being disposed of, while it is notable that the oldest Metrobus SV at the time dated from just 2003. Fleet number 8018 was enjoying some winter sunshine at Addington Interchange on 6th December 2006.



Photo 1724, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

A rear view of Metrobus Mercedes-Benz Vito minibus RE56JFN at Addington Interchange on 6th December 2006 shows the model designation of 111 CDI and the sleek lines of the design. The van in front belonged to one of several contractors engaged on cleaning and light maintenance of LBSL infrastructure, hence the roundel on the rear.



Photo 1725, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

Numbers 8001 to 8015 in the Metrobus fleet are all Ford Transit crew vans, and a growing number have been illustrated on this site. Adding to the tally is this view of 8009 at Addington Interchange on 6th December 2006. Full fleetnumbers were not originally carried.



Photo 1726, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

2006 was a record-breaking year for temperatures, and it is hard to believe that this picture was taken as late as 6th December. The subject is then-new Mercedes-Benz Vito Minibus 8023 of Metrobus. The latest version of the larger Sprinter van has a similar shaped-grille but (fortunately) none have yet been reported as service vehicles.



Photo 1727, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

Three crew ferry vans were parked outside Travel London's Beddington Cross depot on 6th December 2006 but none carried any company lettering or logos. VO51AWJ was one of four Vauxhall Movano crew vans operated.





Photo 1728, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

Seen parked outside the Travel London garage at Beddington Cross on 6th December 2006, LDV Convoy minibus Y801XEW was presumably in use by the company as a crew ferry vehicle. No lettering was apparent.



Photo 1729, by **John Lloyd-Martin**, added to LTSV on 14/12/2006.

Possibly the oldest vehicle in the leased fleet when it was photographed at West Croydon Bus Station on 6th December 2006, Vauxhall Movano van 5087V had outlived its sisters by at least a year. It was being used to deliver furniture to the staff office. All LBSL Movano's were of the short wheelbase variety, this picture contrasting with the LT Museum's long wheelbase 5481V (photo 718). I am not sure why the bay sign fixed to the bus station is casting two shadows!



Photo 1730, by **Scott Tillbrook**, added to LTSV on 14/12/2006.

Scott visited West Croydon bus station on the same day as us and captured this view of Metrobus Mercedes-Benz Vito 8017. This vehicle differed from the batch delivered later in 2006 (such as 8018 in photo 1723) in being shorter (the door runner reaches to the rear lights) and to a crew van configuration. It also has a two-colour logo compared to the blue only logos later used.



Photo 1731, by **Scott Tillbrook**, added to LTSV on 14/12/2006.

The first of two interesting vehicles photographed by Scott at Hyde Park Corner on 6th December 2006 was London Buses Vauxhall Movano van 6026V. This is obviously a specialised vehicle although its actual role is unknown. There is a framework on the roof to which two cameras are attached, both pointing to the nearside, one almost level, the other straight down. There is also a black box overhanging the nearside, while the offside has a single beacon light. Finally, there is another camera in the windscreen. What we can say is that this is the first example of the revised Movano seen as a service vehicle. The design is also available as the Renault Master and Nissan Interstar, and one of the latter was hired by LBSL earlier in 2006 (see photo 1458).

Comment by *scott tillbrook* on 14/12/2006: The little black box hanging of the side may have something to do with the avl system because it looks the same as the boxes you get at the road side and to the ones that are fitted to the buses themselves.



Photo 1732, by **Scott Tillbrook**, added to LTSV on 14/12/2006.

The Arriva London tour operation based at Wandsworth uses fleet numbers MV1 to MV9 to identify its ancillary vehicles, although MV4 has never been reported. Prior to 2006, MV2 was carried by Citroen Berlingo Van R708SLX (see photo 999). It was then transferred to Vauxhall Brava R670SPO as seen here at Hyde Park Corner on 6th December 2006. Ford Transit V767XVL (photo 995) had earlier been renumbered from MV5 to MV1 so it is possible that R708SLX survives with a new number.

The Brava is an unusual design, most of the survivors being from a large batch bought by the AA. These had custom bodies designed for roadside assistance, making them very suitable for bus engineering duties. A similar vehicle was acquired by London United in the form of N511UDP (photo 485).

Photo 1733, by **Scott Tillbrook**, added to LTSV on 14/12/2006.

Sovereign Volvo FH12 recovery truck W449TRH was in attendance at Marble Arch on 6th December when one of Arriva's open-top DLP buses conked out. The interesting thing about this picture is that a similar vehicle has been illustrated before with the registration W449TRA (see photo 946). It is believed that these are the same vehicle, and that it was incorrectly plated as W449TRA for a time (the DVLA web site lists W449TRH only). It has also evidently been repainted and had some modifications to the front bumper and lights.

Photo 1734, by **Damon Cross**, added to LTSV on 14/12/2006.

As seen before (for example on Transit Minibus 5724F in photo 985) there is a stock of removable roof lights that can be fitted temporarily to vehicles. But why would Transit van 5589F need one when its own set evidently work fine? Photographed at Parliament Square on 9th December 2006.

Photo 1735, by **Damon Cross**, added to LTSV on 14/12/2006.

Attending an incident at Bethnal Green Station on 9th December 2006 were both the ERU trucks from the Tottenham Hale base, plus the roving Vectra LR06VZY. The smaller of the two was Mercedes-Benz Vario box truck 2575M.



Photo 1736, by **Damon Cross**, added to LTSV on 14/12/2006.

It would appear that the Volvo FL6 demountable trucks in the ERU fleet were all recertified in Autumn 2006, and not all returned to their original bases. Now based at Tottenham Hale and operated with body DB6, 2566V was seen at Bethnal Green Station on 9th December 2006. It is thought probable that the bodies are allocated to the respective depots, and the chassis are rotated as necessary. 2566V previously worked with DB4.

Photo 1737, by **Ray Monk**, added to LTSV on 14/12/2006.

Not previously illustrated here, Metrobus Ford Transit crew van 8010 was photographed with a colleague at Eltham Bus Station on 10th December 2006. This van was earlier based at Croydon and had transferred to Orpington following the arrival of the new Mercedes-Benz Vito minibuses.

Photo 1738, by **Ray Monk**, added to LTSV on 14/12/2006.

Arriva Kent Thameside acquired a second Vauxhall Zafira in late 2006 to join black BT03GAA (see photo 1586). MA52WYZ carried a silver livery and had blue Arriva logos. Its fleetnumber of CF2 (for Crew Ferry) is visible in the offside quarterlight in this view taken at Eltham Bus Station on 10th December 2006.

Photo 1739, by **Ray Monk**, added to LTSV on 14/12/2006.

Arriva London South uses a small number of Vauxhall Combo vans for crew ferry duties, but does not give them fleetnumbers as seen on the Arriva London North fleet. Y689LFG was found at The Plough in Beddington on 11th December 2006.





Photo 1740, by **Ray Monk**, added to LTSV on 14/12/2006.

Another anonymous LDV Convoy Minibus at Beddington Cross (like Y801XEW seen the week before) was HX03LPJ, photographed in the damp on 11th December 2006. Again it is presumed to be in the fleet of Travel London, whose BT55MDX is just visible parked behind.



Photo 1741, by **Ray Monk**, added to LTSV on 14/12/2006.

The Mercedes-Benz Vito minibuses allocated to Metrobus' Croydon Garage can often be found at Addington Interchange. 8021 (RE56OUU) was there on 11th December 2006. Note that these vehicles have access doors on both sides.



Photo 1742, by **Ray Monk**, added to LTSV on 14/12/2006.

Another Metrobus Vito at Addington is 8020 (RE56OUM) on 11th December 2006.



Photo 1743, by **Dave Rowe**, added to LTSV on 14/12/2006.

LBSL Volkswagen Transporter van 5672VW is usually to be found at Kingston Bus Station but had ventured as far as Ruislip High Street when photographed in autumn 2006. The whole of West London seems to be covered by the allocations at Kingston, Uxbridge and Edgware/Harrow.



Photo 1744, by **Dave Rowe**, added to LTSV on 14/12/2006.

Metronet caged Ford Transit 5896F appears to be a nocturnal vehicle and has been reported several times at Griffith House (see photo 1486). Here it is caught resting at Lillie Bridge.

Photo 1745, by **Dave Rowe**, added to LTSV on 14/12/2006.

The light van fleet continues to be split between the Ford Transit Connect and the Vauxhall Astra and Combo models, although a comparable VW Caddy van was also leased in 2006 (see photo 1691). A Combo delivered in autumn 2006 was 6044V for Tube Lines, photographed at Lillie Bridge.

Photo 1746, by **James Mair**, added to LTSV on 24/12/2006.

Mercedes-Benz 307D Curtain-sided truck 2429M ended up with bus company Allco based in North West London and was seen at their Ruislip premises in the mid-1990s. It had been reregistered A820AEC, presumably due to the operator's fondness for the AEC marque, and had acquired an illuminated LONDON TRANSPORT URGENT sign above the cab, most likely from one of the Ford A-series trucks like 2135F (see photo 391). An earlier picture showed this feature with traces of red paint still visible. The AEC logos are apparent on the front and sides but there was also outline lettering for ALLCO BUSPARTS. Other vehicles present included an ex-LCBS RB-class coach and a Renault van with former Routemaster registration VLT125.

Photo 1747, by **Ray Monk**, added to LTSV on 24/12/2006.

The Streets Management fleet of cars is now included on this web site as they are run by Transport for London and many carry a variation of the LT roundel. This Ford Focus car does not have the roundel but carries the white and orange livery common to most of the fleet. It was seen near their base at Eccleston Place, Victoria, on 14th December 2006.



Photo 1748, by **Ray Monk**, added to LTSV on 24/12/2006.

This was one of three service vehicles (the others being London Central EF05YJD and LBSL 5589F) attending to broken-down bus LDP281 on route C10 on 14th December 2006. The location is Sutherland Street between Victoria and Pimlico. GX52LBU is a Vauxhall Corsa van used by London Central from their Camberwell garage. Although the offside had the logo of sister company London General (and parent Go-Ahead), the nearside had the logos of both operators, as seen in earlier photo 847.

Photo 1749, by **Ray Monk**, added to LTSV on 24/12/2006.

London Central EF05YJD was found on Sutherland Street in Pimlico on 14th December 2006 dealing with a broken down bus. Based at New Cross Garage, it is a mid-height Ford Transit van with light-bar and small company logos.

Photo 1750, by **Thomas Young**, added to LTSV on 24/12/2006.

The bus terminus alongside Orpington Station has been expanded in recent years and now features a gated compound for staff cars and vans. This area was visible from the bay platform of the station but the recent addition of a second portakabin has blocked this. Present on 16th December 2006 were two of the high-roof VW Transporter vans in the form of 5670VW and 5675VW. 5675VW was earlier based at Victoria, where it was perhaps displaced by newer, low-roof vans such as 6012VW (see photo 1275).

Photo 1751, by **Thomas Young**, added to LTSV on 24/12/2006.

With traces of its former owner's name still visible on the bodywork, this is Selkent Ford Transit Connect van HK05PZA at Bromley Garage on 16th December 2006. One of 9 such vehicles acquired by Stagecoach London in 2005, it still carries its national fleetnumber of 95086 above the windscreen. A minor point to note is that it has a forward-mounted light-bar, while others of the batch have this further back or not fitted at all. Just visible in the background is one of the recently delivered Enviro 400 buses for route 61.

As an aside, I have not yet seen any pictures of the Connects based at Leyton and North Street.....



Photo 1752, by **Thomas Young**, added to LTSV on 24/12/2006.

Bromley has a small garage with a large yard over the road. Among various buses parked there on December 16th 2006 was this sweeper, evidently out of use. It still carries the Stagecoach logo although this is interestingly for East London rather than Selkent. Parked behind is Volvo Olympian 16123, one of two step-entrance buses retained here for schools contracts.

Photo 1753, by **Ray Monk**, added to LTSV on 24/12/2006.

Arriva Kent Thameside is in the ascendant at present, at least in terms of London bus route tender awards. With garages at Dartford and Northfleet, the new routes acquired have needed more crew ferry vehicles, and the chosen type this time around is the Vauxhall Zafira. Seen at Eltham Bus Station on 17th December 2006, DU53PYG wears an attractive blue livery, and has its fleetnumber of CF3 marked on the nearside window. Drivers with Arriva London North (who have to make do with Combo vans) must be jealous!

Photo 1754, by **Julian Bowden-Green collection**, added to LTSV on 24/12/2006.

This picture should be familiar to many of you as it featured on the cover of the original SUP15 publication back in 1978! 179K was a Karrier Tramway breakdown tender with crane and tower unit, and lasted from 1934 (when it was numbered 111 in the tramway series) until the end of the system in 1952.

Photo 1755, by **Julian Bowden-Green Collection**, added to LTSV on 24/12/2006.

This picture appeared in the Capital Transport service vehicle book a couple of years ago, along with a description of the civil-defence role performed by a couple of ex-buses in the fleet. It has been reproduced here as Corgi have announced they are producing a 1:76 scale die-cast model of this vehicle, along with a set of LT-liveried vans. 1035CD was formerly bus Q75, and carried the mixed-up fleet number of Q1035.





Photo 1756, by **Julian Bowden-Green** collection, added to LTSV on 24/12/2006.

Looking slightly worse for wear, this is Ford Transit van 1712F, some way into its 10-year life as a London Transport service vehicle. Stanmore Station was still on the Bakerloo line back then, and the van has one of those small roof racks that look they would have made great toboggans!



Photo 1757, by **Julian Bowden-Green**, added to LTSV on 24/12/2006.

This is Baker Street Station on 9th April 1977. Service vehicles could always be found parked on the station forecourt, and on this date they included Ford Escort vans 1862F and 1903F. Although both N-registered, they feature two different designs of front end. 1903F was one of several vans to be painted in tangerine rather than LT red and a slight difference in the shades is discernible. 1862F had recently transferred from the Signal Engineer (for which it was still lettered) to the Chief Electrical Engineer.

In the 21st century, service vehicles can only be seen here late at night. Indeed a very similar view to this was taken earlier this month (photo 1720 showing Ford Ranger 5953F).



Photo 1758, by **Scott Tillbrook**, added to LTSV on 21/01/2007.

Although now out-numbered by Mercedes-Sprinter and VW Transporters, the Ford Transits in the LBSL van fleet continue to be seen at a variety of locations. 5583F moved from South East to South London in 2006 and was found at Vauxhall Bus Station on 12th January 2007 in the company of 5587F.



Photo 1759, by **Ray Monk**, added to LTSV on 21/01/2007.

This is Stratford 'West', which I presume is the yard to the west of the Jubilee line station. The redevelopment is in connection with the Olympics, when the FTVI (Ford Transit Variant Identification) events will be held here. Or something....

Anyway, 5682V is a smart Vauxhall Combo van carrying Tube Lines logos.



Photo 1760, by **Ray Monk**, added to LTSV on 21/01/2007.

The Streets operation of TfL is now considered (by me at least) to be part of the central service vehicle fleet, and the vehicles carry roundels and are often seen visiting Acton. Their main base however appears to be on Eccleston Place near Victoria Coach Station. Caught just as it was turning into the yard there on 19th December 2006, this is Vauxhall Zafira LS04NWV.

Photo 1761, by **Ray Monk**, added to LTSV on 21/01/2007.

The TfL Streets base at Eccleston Place (Victoria) has a yard but this is at the end of a long alley protected by remote-controlled gates. As this view taken on 4th January 2007 shows, little can be seen from the public street. However, if you are patient, you might catch something like this. NJ54LBY is one of a number of hybrid-powered Toyota Prius cars that carry the full livery of white with orange stripe and grey/blue roundel.

Photo 1762, by **Ray Monk**, added to LTSV on 21/01/2007.

The rear of the sporty-looking Toyota Prius car has not been shown before, and no views of liveried examples have been received. However, RV06YAF was caught as it entered the TfL Streets premises on Eccleston Place on 19th December 2006. Although this example has not yet been added to the database, similar vehicle RV06YAE is listed due to it carrying full Streets livery.

Comment by *Thomas Young* on 01/04/2007: This vehicle now added to database along with several similar.

Photo 1763, by **Damon Cross**, added to LTSV on 21/01/2007.

A surprising attendee at the King Alfred running day on 1st January 2007 was DMS1515, also known as the Supercar. This bus was rebuilt in 1990/1991 for promotional purposes although little has been seen of it in recent years. The railway cab (based on a class 321 electric multiple unit) appears to be very accurate and may have started out as a design mock-up by BREL.





Photo 1764, by **Damon Cross**, added to LTSV on 21/01/2007.

Another view of Supercar (aka DMS1515) at Winchester on 1st January 2007. Given that this vehicle first appeared in about 1991, it is surprising that the then-new tube livery of white with a blue skirt was not applied to the centre section. Perhaps a replacement vehicle could be constructed from Stagecoach's TA1 glued to a section of Circle Line stock and a Southern Electrostar cab!



Photo 1765, by **Damon Cross**, added to LTSV on 21/01/2007.

This is the inside of Supercar DMS1515, taken when it attended the King Alfred rally on 1st January 2007. Note the steps up to the higher floor level of the overground train section. There is of course no staircase so the upper deck of the bus section is inaccessible.



Photo 1766, by **Scott Tillbrook**, added to LTSV on 21/01/2007.

Although the London United name had been removed from most buses by the end of 2006, it was still to be seen on some service vehicles. Ford Transit van S169TOC was seen at Cromwell Road bus station in Kingston on 13th January 2007. As can be seen, this Tolworth-based van is a long-wheelbase high-roof example, similar to others used from Fulwell and Hounslow garages.



Photo 1767, by **Ray Monk**, added to LTSV on 21/01/2007.

Gone fishing? This van is in fact making its way to (or is it from?) the Arriva depot at Edmonton. Carrying fleet number 6, W523MJU is an original-design Vauxhall Combo van, and was photographed on 20th January 2007.



Photo 1768, by **Ray Monk**, added to LTSV on 21/01/2007.

It does seem rather odd to me that Arriva London uses vans for crew ferry vehicles. Showing off their useful but unused loadspaces, these two Vauxhall Combo vans were seen at Edmonton Garage on 20th January 2007.

Photo 1769, by **Ray Monk**, added to LTSV on 21/01/2007.

Like Arriva London, Transdev (as London United is now known) also use small vans as crew ferry vehicles, but prefer the Ford Fiesta model to the Vauxhall Combo. Earlier examples had full livery and lettering, while more recent additions have just had fleetnumbers applied. HH2 (Y334VGJ) was seen at Hatton Cross bus station on 30th December 2006 in plain white with dirty yellow wheels. For anyone who has not visited, Hatton Cross is on the fringe of the Heathrow complex, and a British Airways Airbus can be seen parked in the background. As well as local buses, a lot of long-distance coaches and airport transfer buses pass this location.

Photo 1770, by **Ray Monk**, added to LTSV on 21/01/2007.

Ford Escort van Y637WGO joined the Travel London operation in early 2006 and was initially reported at Walworth. On 30th December 2006 it was found at Conmel Road, near to the Twickenham/Fulwell depot inherited from TGM.

Photo 1771, by **Ray Monk**, added to LTSV on 21/01/2007.

Arriva Kent Thameside acquired four Vauxhall Zafiras for crew-ferry use in late 2006, and these were numbered CF1-4. The last of these was black-liveried EN51VXE, seen at Eltham Bus Station on 14th January 2007.





Photo 1772, by **Ray Monk**, added to LTSV on 21/01/2007.

With its fleetnumber of HH11 barely visible, this Ford Fiesta van operated by Transdev (London United) from Hounslow Heath was seen at Hatton Cross on 30th December 2006. The lack of wheeltrims makes for a slightly scruffy appearance.



Photo 1773, by **Ray Monk**, added to LTSV on 21/01/2007.

Now this is a much more suitable vehicle for transporting bus drivers, assuming that that is its role! Travel London acquired at least two of these Peugeot Partner estate cars in late 2006, possibly from the Royal Mail. LK52OJT was caught leaving the Twickenham depot on 30th December 2006. In the background can be seen two coaches still operated by TGM, training buses L2 and L3, and one of the Northern-Counties bodied darts that Travel London inherited from TGM.



Photo 1774, by **Ray Monk**, added to LTSV on 21/01/2007.

The fleet of Ford Transit crew vans used by Metrobus are not fantastically interesting so it may seem odd that I choose to show so many on my web site! Well, you may be relieved to hear that after today there are just two more that have not yet been illustrated. This is 8001 (GV53RHU) at Eltham on the first day of 2007. Pictures of 8007 (GV53RJY) or 8011 (GP53CPY) would be welcomed....



Photo 1775, by **Ray Monk**, added to LTSV on 21/01/2007.

Oh look! Another Metrobus Ford Transit crew van! This one is 8005 (GV53RJO) at Eltham on the last day of 2006, with similar 8002 (GV53RHY) just visible behind.



Photo 1776, by **Scott Tillbrook**, added to LTSV on 21/01/2007.

Although not seen for a while, vehicles from Lantern recovery are evidently still in use rescuing London Buses. This fine view shows new MAN truck US56LRS rounding Hyde Park Corner on 28th December 2006 with a Metroliner Plaxton President in tow. The logo on the grille is MAN's Bavarian lion, rather than a trucker's addition, the only 'cheese' being the slogan on the sun-shield!

Photo 1777, by **Graham Scrivener**, added to LTSV on 21/01/2007.

Pictures of early LCBS vehicles (particularly in colour) seem to be very rare so I was extremely pleased to receive this image from Graham Scrivener. Taken at Garston Garage on 3rd September 1975 it shows 17A, an Austin J4 van with grey fleetnumber and early (all white) NBC logo and fleetname. In the background can be seen a Leyland National 'Coach' in Green Line livery, and RF and MB buses.

Photo 1778, by **Scott Tillbrook**, added to LTSV on 02/02/2007.

The 12 high-roof VW Transporter vans leased for LBSL in spring 2005 have proved difficult to track down, and some details (such as some of the fleetnumbers) are still missing almost two years later. On 20th January 2007 two were found at Orpington Bus Station, including previously unseen 5674VW.

Photo 1779, by **Ray Monk**, added to LTSV on 02/02/2007.

Arriva Southern Counties took six crew ferry cars in 2006/2007 and numbered them CF1-6. The last two were Vauxhall Astra estate cars allocated to the Grays depot of Arriva Southend and silver CF6 was photographed nearby on 21st January 2007.





Photo 1780, by **Ray Monk**, added to LTSV on 02/02/2007.

Tube Lines have a small base on Market Road near Caledonian Road station. Parked outside on 22nd January 2007 was their Ford Transit minibus 5701F.

Comment by *Ray* on 22/01/2008: Market Road has closed and is now in use as a van rental centre.



Photo 1781, by **Ray Monk**, added to LTSV on 02/02/2007.

As has already been shown (see photo 1568), former Thorpes LDV Convoy minibus N400FET was converted to a van by Metroline in late 2006. This view taken outside Holloway garage on 22nd January 2007 shows the rather rudimentary rear door fitted, as well as the oversize roof beacon.

Comment by *Johnnyboy* on 24/02/2007: What a thundering mess! Is it roadworthy....

Comment by *Thomas Young* on 18/03/2007: DVLA website shows it as licensed until 01/04/07. Conversion work undertaken by Bangers-R-U.s. ;- )



Photo 1782, by **Ray Monk**, added to LTSV on 02/02/2007.

Looking rather like many of the other Vauxhall Combo vans in the Arriva London fleet, number 33 is also used for crew ferry duties and was seen at Hampstead Heath, terminus of route 168 operated by Tottenham garage, on 22nd January 2007.



Photo 1783, by **Ray Monk**, added to LTSV on 02/02/2007.

Hampstead Heath is the terminus of routes 24 (operated by Metroline from Holloway) and 168 (operated by Arriva London from Tottenham). As a result, crew ferry vehicles can often be seen here. Metroline uses anonymous VW Transporter minibuses such as RY04TZU in an attractive blue livery, photographed on 22nd January 2007.



Photo 1784, by **Ray Monk**, added to LTSV on 02/02/2007.

The infrastructure development unit of London Buses took at least 6 of these low-roof VW Transporter vans during 2006, seemingly replacing high-roof vans to general bus support duties. They can often be seen visiting the headquarters at Victoria Coach Station, as seen here with 6013VV on 24th January 2007.

Photo 1785, by **Ray Monk**, added to LTSV on 02/02/2007.

Not technically covered by this site, coach operator National Express has a few service vehicles which can be seen in London and elsewhere. Illustrating a type not seen before, KY56FGM was a Ford Fusion car seen at Victoria on 24th January 2007. The number in the windscreen (SR997) may be a fleetnumber.

Comment by *Ray* on 03/02/2007: Seen again 2/2/2007, fleetnumber is FF5.

Comment by *Ray* on 26/06/2007: Noted Heathrow 26/6/2007.

Comment by *John Lloyd-Martin* on 11/12/2011: This vehicle was seen Heathrow Central Bus Station, 8th April 2010 carrying SR997 in the rear nearside window, & also A805

Photo 1786, by **Thomas Young**, added to LTSV on 02/02/2007.

The lifespan of vehicles in the leased fleet does seem to be quite variable, with some returned earlier than expected and others outlasting similar vehicles. Presumably due for replacement soon is Ford Transit minibus 5259F of Tube Lines. When photographed parked at the back of Southwark Station on 26th January 2007 it was already 5 and a half years old.

Photo 1787, by **Ray Monk**, added to LTSV on 02/02/2007.

The cars that Transport for London took over with the Street Management operation carry varying degrees of lettering, although most have the white livery with an orange stripe. Vauxhall Astra car T375MGY lacks the Streets roundel but does show the rarely seen TfL abbreviation. It was caught leaving the Eccleston Place premises on 29th January 2007.



Photo 1788, by **Ray Monk**, added to LTSV on 02/02/2007.

Whilst known as London United, Transdev used several second-hand Ford Fiesta vans for crew ferry duties. Later additions seem to be for the route control role and these carried red livery and had light-bars fitted. Showing these features is S229TOC, seen at Fairfield Bus Station in Kingston on 30th January 2007.

Photo 1789, by **Scott Tillbrook**, added to LTSV on 02/02/2007.

Despite having a network of very dedicated reporters, we still sometimes come across vehicles that have not previously been seen. One such vehicle was 5770F, a Ford Fiesta van found at Vauxhall Bus Station on 31st January 2007. This type of vehicle has not featured in the leased fleet for a while, and it is also unusual for carrying a plain white livery with no lettering other than the fleetnumber. When seen it had London Buses signs on the bonnet and in the windscreen, and was also carrying a removable roof beacon.

Comment by **Ray** on 28/02/2007: Similar KY04EHH at London Bridge Bus Station today (28/2/07). No markings - ?

Photo 1790, by **Damon Cross**, added to LTSV on 18/03/2007.

On a private visit to Acton Works on March 6th 2007 we were privileged to be given a demonstration of the newest lorry in the Tube Lines Distribution Service fleet. Mercedes-Benz Actros 2591 was seen here from the railway lines earlier in the day. This picture has been included as it also shows an un-marked box trailer which we have now confirmed is the same as the one shown in photo 170. It has had some modifications but is NOT T64, as this was also present during our visit.

Photo 1791, by **Damon Cross**, added to LTSV on 18/03/2007.

A view of the rear of Mercedes-Benz Actros 2591 at Acton on 6th March 2007 shows the beefy crane fitted. The registration plate on the rear was due to be changed to match that on the front. Alongside can be seen the mystery box trailer, while mini tanker trailer T70 is also just visible.





Photo 1792, by **Thomas Young**, added to LTSV on 18/03/2007.

New 2591 seen in the lorry yard at Acton Works on 6th March 2007. The Mercedes-Benz Actros model has had some minor changes made to it over the years. Compare the above with photo 2 of older 2560M.



Photo 1793, by **John Lloyd-Martin**, added to LTSV on 18/03/2007.

The sheer bulk of the crane fitted to Actros artic 2591 is apparent in this view taken at Acton Works on 6th March 2007, while the front and rear stabilisers are also visible in their retracted positions.



Photo 1794, by **John Lloyd-Martin**, added to LTSV on 18/03/2007.

The Palfinger crane fitted to Mercedes-Benz Actros artic truck 2591 is seen to advantage in this view taken at Acton Works on 6th March 2007. The entire crane is mounted on a bulky turntable, and has two main joints and four telescoping sections. Note the fold-down stabiliser leg behind the cab.



Photo 1795, by **Thomas Young**, added to LTSV on 18/03/2007.

We are very grateful to the staff of Tube Lines for arranging a demonstration of their newest 'toy' at Acton Works on 6th March 2007. This view shows Mercedes-Benz Actros 2591 being readied for operation. The length and size of the stabilisers is impressive, although the need for them was about to become apparent.





Photo 1796, by **Damon Cross**, added to LTSV on 18/03/2007.

Looking somewhat prehistoric, the crane of Mercedes-Benz Actros artic 2591 is slowly unfurled in the lorry yard at Acton Works on 6th March 2007. The entire operation was carried out using a large and complex-looking remote control panel.



Photo 1797, by **John Lloyd-Martin**, added to LTSV on 18/03/2007.

Actros 2591 at Acton on the 6th March 2007 again. Once the main crane was raised, the four telescopic sections were extended. The third section was extending as this picture was taken, and the need for the widely spread stabilisers was becoming obvious.



Photo 1798, by **Damon Cross**, added to LTSV on 18/03/2007.

As this picture proves, the Palfinger PK72002 crane fitted to Mercedes-Benz Actros 2591 has an incredible reach. The lorry was specified to allow containers to be unloaded from the back of articulated trailers, hence the huge radius and lifting capacity. Acton Works on 6th March 2007.



Photo 1799, by **Thomas Young**, added to LTSV on 18/03/2007.

A final view of Actros 2591, star of the fleet, reaching for the sky at Acton Works on 6th March 2007.





Photo 1800, by **Thomas Young**, added to LTSV on 18/03/2007.

After seeing new Actros 2591 in action at Acton on 6th March 2007, the other trucks seemed feeble by comparison. However, it was nice to be on the right side of the fence for a change. This line up of three IVECO-Ford Super Cargo trucks shows once again the height differences. All three have the same cab, the difference being made up by the bumper and cab steps. 2547F in the centre is a 110E15 and has two steps and a shallow bumper. It is flanked by 2555F and 2524F, both 170E18 models, with tall bumpers and three steps into the cab. The line-up is completed by Mercedes-Benz 1820 flatbed lorry 2553M. Note that the sunshield and light-bar above this belong to Actros 2578M parked beyond.



Photo 1801, by **John Lloyd-Martin**, added to LTSV on 18/03/2007.

No less than six refuse collection vehicles were in the yard at Acton Works during our visit on 6th March 2007. This view shows the business ends of two of them. Nearest the camera is Mercedes-Benz Econic 2628LL 2583M, while beyond is newer IVECO EuroCargo 130E18 2586. As with the rest of the fleet, the vehicles are kept immaculately clean.



Photo 1802, by **Damon Cross**, added to LTSV on 18/03/2007.

Another view of IVECO EuroCargo refuse truck 2586 shows its compact proportions. Acton Works, 6th March 2007.



Photo 1803, by **Thomas Young**, added to LTSV on 18/03/2007.

Most of the demountable lorries in the Distribution Services fleet are fitted with tail-lifts, though due to the variable bodywork carried, these have to be of the fold-up and tuck-under type. The mechanism is clearly visible in this view of MAN LE14.220 2587 at Acton Works on 6th March 2007. It was carrying Locomotors dropside body DB10 at the time, and was parked behind Cartwright trailer T74 which has rails fitted to allow the carriage of railway bogies.





Photo 1804, by **John Lloyd-Martin**, added to LTSV on 18/03/2007.

The oldest members of the Distribution Service lorry fleet are several Crane Fruehauf trailers dating from 1984. CT38 is one of seven single-axle dropside trailers bought, but is unlikely to be seen on the road again. As this view taken in the lorry yard at Acton on 6th March 2007 shows, it is currently in a slightly worn state and being used as a storage area.



Photo 1805, by **Thomas Young**, added to LTSV on 18/03/2007.

Crane Fruehauf supplied a pair of step-frame trailers in 1984, and both were seen during our visit to Acton Works on 6th March 2007. Although not carrying a number since its headboard was removed, this is thought to be CT32. It was coupled to 2580M, one of the smart pair of Mercedes-Benz Atego tractor units.



Photo 1806, by **Thomas Young**, added to LTSV on 18/03/2007.

The second of two Crane Fruehauf step-frame trailers seen at Acton Works on 6th March 2007 was CT39. Put literally out to grass at the back of the lorry yard, it has a grey box body of unknown origin as a load, and is being kept company by Leyland National bus LS334 which was used for a while by the London Transport Museum. Note that the trailer still has its original painted fleet number, as well as the registration plate style which most later trailers carried.



Photo 1807, by **Damon Cross**, added to LTSV on 18/03/2007.

While most of the demountable bodies in the Tube Lines fleet have their numbers displayed somewhere on the exterior, this one notably does not. We are fairly sure however that it is DB08, a mobile office body built by Locomotors in 1993. On 6th March 2007 it was mounted on Mercedes-Benz 1114 lorry 2540M, and parked next to Econic dust-cart 2576M in the lorry yard at Acton Works.



Photo 1808, by **Scott Tillbrook**, added to LTSV on 18/03/2007.

Seen in use at Allington Street, Victoria on 10th March 2007 is the combination of Mercedes-Benz 1114 demountable lorry 2540M and Locomotors mobile office body DB08 that had been photographed four days earlier at Acton Works. The corner-mounted beacon lights and extra windows are key recognition features for this body, which does not carry its fleetnumber externally. The front windows are usually boarded up from the inside when the office is not in use. The aging Mercedes-Benz chassis such as 2540M are likely to be replaced by the newer Volvo FL6 units once the ERU is restocked with Atego lorries during 2007.

Photo 1809, by **Scott Tillbrook**, added to LTSV on 18/03/2007.

March is of course one of two times each year that new registration series appear, and the honour of being the first 07 to be illustrated on LTSV falls to this rather plain Ford Transit seen at Turnpike Lane Bus Station on 17th March 2007. BN07ZPR was on hire to London Buses at the time, and was parked next to long-term hire YH05VDO. This picture highlights the difference in size between the low-roof and high-roof variants of the Ford Transit, and also the changes made to the front end in 2006.

Photo 1810, by **Kim Rennie**, added to LTSV on 25/03/2007.

Thanks to the latest contributions from Kim Rennie I have been able to include some London Fire Brigade content to the site, albeit as a background item. This picture was taken at Euston station during some flooding problems in 1987 or 1988. To the fore is Vauxhall Astra estate 3210B, similar to the inspector's cars of the period. Parked behind is an LFB Bedford CF350L light demountable with a Fire Control Unit body, while Transit van 3409F is also visible to the right.

Photo 1811, by **Kim Rennie**, added to LTSV on 25/03/2007.

Another picture taken at Euston in the mid-1980s shows Ford Transit van 3409F lettered for the Lift and Escalator Manager (note no mention of LT or LUL) parked alongside one of the early demountable trucks used by the London Fire Brigade.





Photo 1812, by **Ray Monk**, added to LTSV on 25/03/2007.

Tube Lines Transit Connect van 5541F has been reported many times in the vicinity of Acton Works. On 6th February 2007 it was parked further down Bollo Lane, near Chiswick Park station. With most vehicles being taken on nominal 3-year leases, this van dating from October 2003 is slightly overdue for return. Most later Transit Connect vans had the blue skirt extended upwards to the black moulding strip.



Photo 1813, by **Damon Cross**, added to LTSV on 25/03/2007.

The Distribution Services department has their own fleet of Transit and Transit Connect vans for general duties such as mail distribution. As such, they can be seen in various parts of London. LPG-powered 5542F was however found at its home base of Acton Works on 6th March 2007.



Photo 1814, by **Thomas Young**, added to LTSV on 25/03/2007.

LPG fuelled Ford Transit vans can be distinguished by the offside filler points behind the cab door, as seen here on low-roof 5692F from the DSM fleet. It was parked in the lorry yard at Acton Works on 6th March 2007.



Photo 1815, by **John Lloyd-Martin**, added to LTSV on 25/03/2007.

Another LPG Ford Transit at Acton Works on 6th March 2007, although 5694F is a long-wheelbase mid-height crew van variant. Despite being part of the Tube Lines fleet no logos are carried, perhaps to allow it to be loaned to other users. The hired Transit behind shows the revised headlight arrangement introduced on the 2006 model.





Photo 1816, by **TubeTroll**, added to LTSV on 25/03/2007.

5816F is one of very few white and blue vehicles in the fleet that are not allocated to either Tube Lines or Metronet. This mid-height LWB Ford Transit van operates for the Clothing Services Manager of London Underground, and carries TfL logos and lettering. On a misty day in February 2007 it was visiting Arnos Grove depot.



Photo 1817, by **Colin Smith**, added to LTSV on 25/03/2007.

5820F-5823F were a batch of four Ford Transit vans delivered to Metronet BCV in September 2005 for use by the Depot Engineering Support Unit. They were relatively unusual in being based on the 100 T300 model rather than the more common 90 T350 although the long wheelbase, mid-height format is similar. On 15th January 2007, 5820F was caught paying a visit to Ealing Common depot, its silver livery quite indistinct beneath the cloudy skies.



Photo 1818, by **Colin Smith**, added to LTSV on 25/03/2007.

Also at Ealing Common depot on 15th January 2007 was 5961F, one of the vehicles based here for use by Metronet SSL. This Ford Transit Connect van was new in March 2006 and carries standard blue and white livery with the generic Metronet logo.



Photo 1819, by **Scott Tillbrook**, added to LTSV on 25/03/2007.

Seen passing Holloway Nags Head on 16th March 2007, 5972F was a Ford Transit Connect allocated to the Northern Line Track Manager.





Photo 1820, by **Ray Monk**, added to LTSV on 25/03/2007.

Finchley Central Station is usually good for at least a couple of service vehicles. On 21st February 2007 Ray found 5973F present, this being a high-roof Ford Transit crew van used by Tube Lines.



Photo 1821, by **John Lloyd-Martin**, added to LTSV on 25/03/2007.

Parked in the DSM van yard at Acton Works on 6th March 2007 was this fairly new Ford Transit crew van liveried for Tube Lines. 6002F had roof bars and a ladder fitted to the rear.



Photo 1822, by **Colin Lloyd**, added to LTSV on 25/03/2007.

The number of Renault Kangoos in the service vehicle fleet seems to remain steady at about 9, with new deliveries replacing earlier examples. 6094R was new in November 2006 and was seen passing Shepherds Bush on 25th January 2007. At the time, four Kangoos (including 6094R) were allocated to the Bakerloo line, three to the Central and just two wore Tube Lines logo for their role supporting the Piccadilly.



Photo 1823, by **Thomas Young**, added to LTSV on 25/03/2007.

Another view taken in the van yard at Acton Works on 6th March 2007 shows the rear of Tube Lines Ford Transit crew van 6117F, then just 6 days old. The 2006 Ford Transit is barely distinguishable from the earlier model from behind, the only visible difference being that the model number is now located under the Transit badge on the back door. We are hoping to obtain permission to publish photos of some of the Metronet vehicles present soon.

Photo 1824, by **TubeTroll**, added to LTSV on 25/03/2007.

Of the quartet of VW Golf Estate cars leased for London Buses in September 2004 the last to be illustrated on this site is GJ54ECW. Based initially at Kingston, it had migrated to North London by the time it was photographed in February 2007.

Photo 1825, by **TubeTroll**, added to LTSV on 25/03/2007.

Although clearly lettered as 5683V, this number properly belonged to a Vauxhall Combo van allocated to Tube Lines. LN54OML was a Vauxhall Zafira car used as the Arnos Grove Response Vehicle. Official lists show it as un-numbered, while the local staff apparently refer to it as Thunderbird 5! Similar vehicles were based at Edgware Road, Wembley Park and Acton.

Photo 1826, by **Damon Cross**, added to LTSV on 25/03/2007.

The north end of the lorry yard at Acton Works is usually where the trailers are parked. Seen there on March 6th 2007 were two of the three-axle examples then in use. T60 was a step-frame low-loader with ramps built by Andover, while T66 was a flatbed from Cartwright.

Photo 1827, by **Thomas Young**, added to LTSV on 25/03/2007.

This little trailer has caused us some confusion, having been seen many times from trains passing the yard at Acton Works. Although evidently not the same vehicle as we originally thought was T64 (see photo 170), it is clearly numbered as such, and the model lettering matches official fleet lists. Photographed on 6th March 2007.



Photo 1828, by **Thomas Young**, added to LTSV on 25/03/2007.

A regular resident of the lorry yard at Acton Works from mid-2006 was this Ford Transit exhibition unit lettered for the London Safety Camera Partnership. Although not technically a service vehicle, the lettering on the cab door states that it is operated by Transport for London. Photographed on 6th March 2007.

Comment by *Ray* on 17/01/2008: At Acton on 9/1/2008.

Comment by *Ray* on 26/06/2008: Another such vehicle is KJ06KAX, noted at Acton today

Photo 1829, by **Ray Monk**, added to LTSV on 25/03/2007.

This Vauxhall Astra hatchback car was part of the TfL Streets fleet until about 2006. It is thought to have then passed to a member of staff as it could often be seen parked near to Acton Works, as here on 4th March 2007.

Photo 1830, by **Ray Monk**, added to LTSV on 25/03/2007.

Hired vans continue to be required by London Buses, one of the early-2007 additions being Ford Transit GL06YDJ seen at Eltham on 7th March 2007. This view shows how the grille moulding on the 2006 model Transit can be body-coloured as an alternative to black.

Photo 1831, by **Damon Cross**, added to LTSV on 25/03/2007.

The line-up of lorries against the fence at Acton Works on 6th March 2007 included two hired vehicles. Nearest the camera is Dennis Omega Elite dustcart VE56KNB which had been in use since January. Note the curious mounting of a mirror above the centre of the windscreen. Parked beyond was Foden four-axle grab loader MX04PSY. Neither manufacturer has been represented in the owned fleet for very many years.



Photo 1832, by **Ray Monk**, added to LTSV on 25/03/2007.

When this anonymous van was seen in Thamesmead (south east London) in April 2005 it was presumed to have been sold by Arriva, and no other sightings were reported. However, on 14th March 2007 it turned up at Aldgate Bus Station, evidently still in use, and therefore one of the oldest vans in the Arriva fleet. The light-bar and spot-lights suggest that it was used as an engineering support vehicle.

Photo 1833, by **Arriva**, added to LTSV on 25/03/2007.

Full size lorries are few and far between in the bus company service vehicle fleets. Arriva has a couple, including this Leyland DAF 45 box truck seen at its home base of Enfield garage on 13th March 2007.

Photo 1834, by **Colin Lloyd**, added to LTSV on 25/03/2007.

Although devoid of lettering, the grey skirt on this smart van seen entering Edgware bus station on 21st February 2007 suggests that it was operated by Transdev, or London Sovereign as was. The twin vertical seams and body-coloured skirt behind the rear axle show that this is a Jumbo Ford Transit, with the longer wheelbase and extended body length.

Photo 1835, by **Scott Tillbrook**, added to LTSV on 25/03/2007.

While Arriva London uses mainly Vauxhall Combo vans for its crew ferry duties, Arriva the Shires has recently taken a number of cars, possibly because the distances involved are considerably greater. Based at Garston but seen at the other end of its regular run at Edgware Station, this sporty-looking model is a Peugeot 206 five door hatchback. 19th February 2007.



Photo 1836, by **Damon Cross**, added to LTSV on 25/03/2007.

The Arriva London garages at Tottenham, Lea Valley and Edmonton all use large fleets of Vauxhall Combo vans for crew ferry duties, as many routes terminate elsewhere. Similar vans are also used in the engineering role, and these can usually be distinguished by their light bars and lack of fleet numbers. Anonymous VU04UDT was seen at Tottenham on 7th March 2007 but was actually based at Lea Valley. In fact we visited the latter location about an hour later and found that this van had followed us!

Photo 1837, by **Colin Lloyd**, added to LTSV on 25/03/2007.

Bus operator Metroline built up a reasonable fleet of these Citroen Berlingo vans, the model only otherwise featuring in the Arriva Tour fleet (see photo 999). Their vans were anonymous and came in a variety of colours, making them harder to spot. Colin caught WR04HDX as it left Harrow Weald garage on 21st February 2007.

Photo 1838, by **Ray Monk**, added to LTSV on 25/03/2007.

A newly reported addition to the Travel London support vehicle fleet in early 2007 was this Vauxhall Astra van seen at North Greenwich bus station on 6th March. The company name seems to only be carried in the rear window, although there is a logo (based on the interlocking WM logo of parent Travel West Midlands) on the front.

Photo 1839, by **Scott Tillbrook**, added to LTSV on 25/03/2007.

This van joined the London Central fleet in early 2007 and was a mid-height Ford Transit. Its acquisition may have been related to the continuing reliability problems being experienced with the hybrid powered WHY-class buses, one of which can be seen in the background in this picture taken at Vauxhall bus station on 10th March 2007.

Photo 1840, by **Ray Monk**, added to LTSV on 25/03/2007.

EK56LYT is seen again, this time outside Camberwell garage on 15th March 2007. An unfortunate result of the slight restyling of the Ford Transit in 2006 is that the model number is now only displayed on a small badge on the rear. The tiny badge on the radiator grille invariably states TDCI.

Photo 1841, by **Ray Monk**, added to LTSV on 25/03/2007.

Seen at Eltham Bus Station on 18th February 2007 is a further addition to the Arriva Kent Thameside service vehicle fleet, presumably for use as a crew ferry vehicle. Ford Focus estate NL56UHT carries a light metallic blue livery with the Arriva name in the windows and was parked behind Metrobus Transit crew van 8001.

Photo 1842, by **Kim Rennie**, added to LTSV on 25/03/2007.

Here's one you couldn't miss! RF79 was the last of three AEC Regal buses converted by London Country into towing vehicles, a role in which it lasted for just over 4 years. Unlike similar RF647 (see photo 1116), the grey livery has a yellow waistband and wheelarches as well as front and rear, making for a rather hotch potch appearance. I am no expert on these buses but the lower headlights/foglights look like additions, while the roof-mounted beacon lights certainly are. Another difference from RF647 is that the rear lower panels have been cut back, presumably to improve ground clearance or for the towing equipment.

Comment by *Damon* on 03/04/2007: RF79 is a former Green Line modernised RF, as rebuilt in about 1966/7. Externally this gave it twin headlights and the polished beading beneath the windows. The LT bullseye would have been removed from the front at the same time and this has thus been added upon conversion to a towing bus. The vehicle has also gained a second fog-lamp upon conversion to a towing bus as modernised RFs retained a single fog-lamp. Staff bus RFs also had two fog-lamps and I think this was due to different licensing requirements for buses used on non-PSV duties. Preserved RF486 retains this modification. RF556 and RF647 were both country bus RFs and so had a different external appearance to RF79. RF79 is thought to survive along with RF556, both possibly with the same owner in Cambridgeshire. RF647 is believed to have been scrapped by C.F. Booth of Rotherham.

Comment by *John Forge* on 20/04/2007: Just to bring things up to date with RF79 & RF556 both vehicles do indeed still survive and have now moved across the border into Suffolk. Also at the same location is RF309 and a few ex LT RTs. All this vehicles are looked after by "The Bus-keRTeers" preservation group at Bury St. Edmunds.

Comment by *Michael Ellis* on 22/08/2007: Nice picture as a matter of interest, what RT is behind it, it could only be RT 1018, 3461 or my one RT 604! The front dome looks battered enough to be 604.





Photo 1843, by **Ray Monk**, added to LTSV on 25/03/2007.

Lantern Recovery Services are still active in the London Bus scene, at least with Metroline. Seen near Harrow Weald garage on 6th March 2007 was their Volvo FH 4-axle truck GN56BWH, with a TA-class bus in tow.

Comment by *Ray* on 25/03/2007: Seen opposite North Wembley garage!

Comment by *Thomas Young* on 26/03/2007: Oops, sorry Ray! My only excuse is that I have difficulty keeping up with the excellent supply of great pictures. More will be published soon.



Photo 1844, by **Damon Cross**, added to LTSV on 22/04/2007.

A new Emergency Control Unit demountable body was delivered in November 2006 to replace DB7. Built by Lyntons to a similar configuration but with updated equipment, the new pod is numbered DB25, and is semi-permanently fitted to Mercedes-Benz 814 truck 2488M. Although over 15 years old, this chassis has low mileage and is expected to be upgraded to meet forthcoming emissions regulations. The combination is kept in a dedicated shed at Acton Works, where it was photographed on 6th March 2007.



Photo 1845, by **Damon Cross**, added to LTSV on 22/04/2007.

Still carrying the BCV lettering on its Metronet logo, Vauxhall Astra van 5627V was seen at Acton Works on 6th March 2007. In the background can be seen Mercedes-Benz 1726 articulated tractor unit 2474M which, at 17 years old, was then the senior member of the operational lorry fleet.



Photo 1846, by **Damon Cross**, added to LTSV on 22/04/2007.

An overview of part of the van yard at Acton Works on 6th March 2007 shows a variety of service vehicles present. To the left is newly delivered Toyota Prius RA56CZN, destined for the TfL Streets fleet, while the van with the chevrons on the rear is mobile control unit 5727F, which unfortunately left before we could get some more photographs. The two dropside trucks on the left illustrate the change from solid to mesh-floored tail-lifts.



Photo 1847, by **Damon Cross**, added to LTSV on 22/04/2007.

Quite a few low-roof Ford Transit crew vans joined the fleet in 2006, including Metronet 5964F seen at Acton Works on 6th March 2007. This example has just two roof bars.

Photo 1848, by **Damon Cross**, added to LTSV on 22/04/2007.

Vans in the red livery of London Buses can sometimes be seen visiting Acton Works, presumably for repairs or reallocation. On 6th March 2007 5579F was present, this being normally based in South East London. It was parked in the van yard alongside Metronet Transit crew van 5745F, the latter showing off its roof-mounted ladder racks.

Photo 1849, by **Damon Cross**, added to LTSV on 22/04/2007.

Another London Buses Transit van present at Acton Works on 6th March 2007 was 5584F, earlier based at Edgware. Parked alongside is 5735M, one of the rarely seen Mercedes-Benz Sprinter crew vans of Metronet, and Transit 5879F.

Photo 1850, by **Damon Cross**, added to LTSV on 22/04/2007.

Both these Ford Transits seen at Acton Works on 6th March 2007 were less than a month old. 5996F on the left is a long-wheelbase mid-height crew van, while 6142F on the right is a dropside truck with crew-cab and tail-lift.



Photo 1851, by **Damon Cross**, added to LTSV on 22/04/2007.

Another pair of Ford Transits at Acton on 6th March 2007, both being long-wheelbase crew vans operated by Metronet. 5414F nearer the camera has a mid-height roof and ladder racks, while 5906F beyond has a high roof. The rails to which the roof racks are attached are at the same height on both types.

Photo 1852, by **Damon Cross**, added to LTSV on 22/04/2007.

5878F is an example of the slightly more powerful Ford Transit 100 T350. Most (but not all) of these are long-wheelbase, in this case with a high-roof and crew van configuration. The third part of the roof rack seems to be missing, its location shown by the damage to the mounting rail. Seen without fleetnumbers at Acton Works on 6th March 2007.

Photo 1853, by **Damon Cross**, added to LTSV on 22/04/2007.

The many service vehicles to be found at Acton Works are parked for operational convenience rather than for easy photography! This picture of ERU Volvo 2567V has been included as it shows previously unseen body DB3. Spare body DB5 can be glimpsed in the background, while Mercedes-Benz Vario 2574M is also visible.

Photo 1854, by **Damon Cross**, added to LTSV on 22/04/2007.

Metronet use a large yard almost at the centre of Acton Works and not visible from any public vantage point. Parked there on 6th March 2007 was Ford Focus estate car 5999F, with Transit dropside 5997F and high-roof crew van 5825F visible beyond. In the background can be seen some of the elderly tube trains stored here, including some latterly used by BR on the Isle of Wight.



Photo 1855, by **Damon Cross**, added to LTSV on 22/04/2007.

A pair of long-wheelbase mid-height Ford Transit crew vans photographed in the Metronet yard at Acton Works on 6th March 2007. Both are fitted with the low-profile roof racks suitable for this type, while newer 6047F on the left shows the more substantial rear access ladder fitted to recent deliveries.



Photo 1856, by **John Lloyd-Martin**, added to LTSV on 22/04/2007.

If you like Ford Transits then Acton Works is the place to be. This line up photographed on the 6th of March 2007 shows various long-wheelbase crew vans, with both mid-height and high-roof bodywork.



Photo 1857, by **John Lloyd-Martin**, added to LTSV on 22/04/2007.

The most numerous type seen during our visit to Acton Works on 6th March 2007 was the long-wheelbase mid-height Ford Transit crew van, illustrated here by Metronet 6050F. The van visible on the far left is 'Jumbo' Transit 5657F, this having extended length bodywork (note where the side door runner ends) and a high-roof.



Photo 1858, by **John Lloyd-Martin**, added to LTSV on 22/04/2007.

A surprise find at Acton Works on 6th March 2007 was a pair of new style Mercedes-Benz Sprinter vans. This model was restyled in about 2006 with a slightly gaping front grille that reminds me of basking sharks. In fact the whole design looks a bit fishy to me! The signals in the background are not operational, being used for training.





Photo 1859, by **John Lloyd-Martin**, added to LTSV on 22/04/2007.

This view of 6057M at Acton Works on 6th March 2007 shows that Mercedes-Benz have managed to apply a bit of styling to the rear of the new design Sprinter as well.



Photo 1860, by **John Lloyd-Martin**, added to LTSV on 22/04/2007.

Ford Transit YB52EWL has been in the Metronet fleet since June 2004, but carries neither fleetnumbers nor standard livery. It was acquired to serve as a 'welfare bus', providing staff facilities at work sites. Demountable body DB14 reportedly fulfils a similar role.



Photo 1861, by **Thomas Young**, added to LTSV on 22/04/2007.

Mainly Ford Transits! 6th March 2007.



Photo 1862, by **Thomas Young**, added to LTSV on 22/04/2007.

You have to get down low to see the rear reg on some Transit dropsides, but the results make for a slightly different picture. Metronet 5905F has a crew-cab and mesh tail-lift, and was one of many vehicles parked in the DSM yard at Acton Works on 6th March 2007.

Photo 1863, by **Thomas Young**, added to LTSV on 22/04/2007.

I like this one! Reports were received in late 2006 of a silver van numbered 4567F. This seemed extremely odd, as 4567B had been Vauxhall Astra van returned off lease in 1999, while the numbers being issued in late 2006 were generally in the range 5950-6100. Further sightings proved that this vehicle was a Toyota Hiace van operated by Metronet, and that the same fleetnumber was carried on both sides. During a visit to Acton Works on 6th March 2007, we had the chance to examine and photograph 4567F, but more importantly we learned that it was officially allocated the number 6046T. How such an error was made remains a mystery.

Photo 1864, by **Thomas Young**, added to LTSV on 22/04/2007.

Almost as odd as the case of 6046T being numbered 4567F, this Vauxhall Astra estate also seen at Acton Works on 6th March 2007 is another vehicle with something of an identity crisis. Clearly marked as 5092F, this is actually 5658V. The real 5092F was a Ford Focus Estate that went back off lease 5 months before 5658V arrived.

Photo 1865, by **Thomas Young**, added to LTSV on 22/04/2007.

The second of two new Mercedes-Benz Sprinter vans found at Acton Works on 6th March 2007 was 6110M, numbered on the nearside only. This differed from 6057M in carrying a roof rack of unusual design. It was parked alongside Ford Transit crew van conversion 5601F which has a more normal roof rack, and ladders both inside and out!

Photo 1866, by **Thomas Young**, added to LTSV on 22/04/2007.

Another view of Sprinter 6110M showing its unusual roof rack (and lack of offside fleetnumber) alongside Transit 5601F at Acton on 6th March 2007.





Photo 1867, by **Thomas Young**, added to LTSV on 22/04/2007.

Ah, more Transits. What can I say this time? Ah yes. 5660F on the left is an example of the long-wheelbase, high-roof van, while 5523F and 6056F are both mid-height crew vans. Note the differences in the rear access ladders, and also that 5523F has windows in the rear doors while 6056F does not. Will that do?



Photo 1868, by **Thomas Young**, added to LTSV on 22/04/2007.

Batches of consecutively numbered vehicles are quite unusual in the leased fleet (with the exception of those supplied to LBSL), while instances of sequential registration numbers are even rarer. Therefore 5731-5735M (BJ05MVU-MVY) represent a small but pleasant reminder of how things used to be! All five are long-wheelbase Mercedes-Benz Sprinter crew vans used by the Electrical department of Metronet BCV. They are notable for being elusive, mainly being seen on the road late at night. Two were visible at Acton Works during a visit on 6th March 2006, including 5731M shown here. Apart from the crew van layout and slightly shallower blue skirt, these vans are similar to earlier 5400M (see photo 1499). The minibus in the background is Ford Tourneo 5599F of Metronet SSL.



Photo 1869, by **Thomas Young**, added to LTSV on 22/04/2007.

Old and new styles of Mercedes-Benz Sprinter van on show at Acton Works on 6th March 2007. 6057M on the left was new in October 2006, while 5731M arrived in June 2005.



Photo 1870, by **Thomas Young**, added to LTSV on 22/04/2007.

Although not readily apparent in this tight shot taken at Acton Works on 6th March 2007, 5657F is an example of the rarer 'Jumbo' Transit, similar to a long-wheelbase, high-roof van but with extended bodywork. Tell-tale signs include the flared rear wheelarch, bumper panels not wrapping around to the rear wheels, additional side marker lights, and 'stalked' marker lights near the front. Note also the odd positioning of the fleetnumber.



Photo 1871, by **Thomas Young**, added to LTSV on 22/04/2007.  
 Not yet two months old, Ford Transit crew van 6049F was gleaming in the sunshine at Acton Works on 6th March 2007.



Photo 1872, by **Thomas Young**, added to LTSV on 22/04/2007.  
 Opposite the main ERU building within Acton Works on 6th March 2007, spare demountable body DB5 was standing on its own legs, these being the ones without shoes on! The orange stripes at the bottom of the front end may be used by drivers when backing chassis underneath at night.



Photo 1873, by **Thomas Young**, added to LTSV on 22/04/2007.  
 I have often wondered what is inside the crew-cabs fitted to some of the demountable bodies in the fleet. So, during our visit to Acton Works on 6th March 2007, I held my camera up to the offside window of DB16 mounted on MAN lorry 2589. The answer appears to be bench seats with storage space underneath, lap-belts and not much else. The presence of a fuel filler point on the offside suggests there may also be a heater so, next time I can, I will try for a picture from the other side!



Photo 1874, by **Thomas Young**, added to LTSV on 22/04/2007.  
 Apart from the Tube Lines mail vans, just one other Transit Connect was seen during a visit to Acton Works on 6th March 2007. Interestingly this was one of the slightly larger (and rarer) T230 type. These are described as long-wheelbase and high-roof but as can be seen, this is all relative! 5498F retained most of its lettering for Metronet BCV, and was possibly at Acton for decommissioning.





Photo 1875, by **Ray Monk**, added to LTSV on 22/04/2007.

Metrobus Transit crew van 8011 (GP53CPY) was seen at Eltham Bus Station on 2nd March 2007.



Photo 1876, by **Ray Monk**, added to LTSV on 22/04/2007.

Eltham Bus Station on 25th March 2007 is host to a pair of Metrobus Ford Transit crew vans, including 8007 nearest the camera. Note that this has no less than three fleetnumbers on the windscreen, 7 and 8007 on the outside, plus 8007 on the inside. Thanks largely to Ray Monk, we have now illustrated all 15 such vehicles (numbered 8001-8015) on this site.



Photo 1877, by **Scott Tillbrook**, added to LTSV on 22/04/2007.

Not quite the pride of the Travel London fleet, N56HEU is a high-roof LDV 400 minibus, seen here at Hatton Cross Bus Station on 19th March 2007. This vehicle was originally operated by Crystals of Dartford and their fleetname can just be made out on the bodyside. Crystals sold its LBSL bus operations to Tellings Golden Miller in August 2003, and N56HEU was included, becoming number 96 in the TGM fleet. The former Crystals operation was later sold on to Metrobus in March 2005 but N56HEU had by then transferred to the main TGM fleet based in Fulwell. This in turn was taken over by Travel London in June 2005. The role of this vehicle throughout all these changes was that of a crew ferry bus.



Photo 1878, by **Ray Monk**, added to LTSV on 22/04/2007.

With branding for Service Delivery, this is National Express KV56FNT, a Ford Fiesta van seen at Victoria Coach Station on 25th March 2007.

Comment by *John Lloyd-Martin* on 11/12/2011: This vehicle was seen Leeds (National Express) Coach Station, 15th July 2009, with lightbar as pictured, but carrying 'Network Standards' in place of Service Delivery, on the doors.



Photo 1879, by **Scott Tillbrook**, added to LTSV on 22/04/2007.

Since last illustrating this vehicle in March 2006 (see photo 1247), Ford Transit Connect van HT05VAD has lost its Stagecoach logos and received those of East London. These are the same as used by East London between 1989 and its sale to Stagecoach in 1994. It had also gained a small light bar when caught on film in Ilford on 5th April 2007.

Photo 1880, by **Scott Tillbrook**, added to LTSV on 22/04/2007.

Dustcarts in bus stations 1: Mercedes-Benz Econic 2576M is the lone example of a twin-axle Econic in the fleet. On 6th April 2007 it was parked at Harrow Bus Station, and photographed from a passing bus.

Photo 1881, by **Colin Lloyd**, added to LTSV on 22/04/2007.

Dustcarts in bus stations 2: Not the sort of service vehicle normally seen at Turnpike Lane Bus Station, Mercedes-Benz Econic dustcart 2582M was paying a visit on 2nd April 2007.

Photo 1882, by **Colin Lloyd**, added to LTSV on 22/04/2007.

Another view of mystery van 6026V, this time on Wood Green High Street on 2nd April 2007. The nearside CCTV cameras, one of which points almost straight down, are again apparent. We now know that this Vauxhall Movano is operated by the Technical Services Group of London Buses but its precise function remains unclear.





Photo 1883, by **Malcolm Conway**, added to LTSV on 22/04/2007.

One of a pair of Ford Transit Connect vans visiting Victoria Station one day in January 2007 (the other was 5839F), 5847F was notable for not carrying the Tube Lines logos. This batch of vans are mainly used for internal mail deliveries and can therefore be seen at a variety of locations.



Photo 1884, by **Ray Monk**, added to LTSV on 22/04/2007.

With no lettering or logos visible, GK52TVE could easily have been missed as a service vehicle if seen elsewhere. Leaving the Twickenham (Fulwell) depot of Travel London on 7th April 2007, it was one of two low-roof LDV Convoy minibuses acquired for crew ferry duties. The bus in the background is an East-Lancs bodied Dart originally in the Wings fleet.



Photo 1885, by **Ray Monk**, added to LTSV on 22/04/2007.

Epsom Buses (trading as Quality Line) use a fleet of seven of these distinctive Toyota Yaris cars for crew ferry duties. LB04XCH, seen near the depot in Epsom on 16th April 2007, is notable for having more lettering for the supplying dealership than for its current operator. The LBSL roundel on the front gives the game away though.



Photo 1886, by **Ray Monk**, added to LTSV on 22/04/2007.

Travel London has acquired a number of former Royal Mail Peugeot Partner estate cars for use as crew ferry vehicles. LL02RNN was seen near Fulwell on 7th April 2007.



Photo 1887, by **Ray Monk**, added to LTSV on 22/04/2007.

Arriva Kent Thameside has a growing fleet of crew ferry vehicles numbered in a suitable CF-prefixed series. Vauxhall Vectra saloon Y353ROO is CF7 and it was photographed (with permission) at the Dartford depot on 15th April 2007.

Photo 1888, by **Ray Monk**, added to LTSV on 22/04/2007.

Arriva's CF-series of crew ferry vehicles covers both Arriva Kent Thameside at Dartford and the Arriva Southend depot at Grays. The fleetnumbers are carried discretely, often on the side windows (as seen here) but all have large Arriva logos and/or fleetnames. CF8 is a Vauxhall Astra hatchback, seen at Eltham Bus Station on 7th April 2007.

Photo 1889, by **Ray Monk**, added to LTSV on 22/04/2007.

Parked on Lady Booth Road, Kingston on 16th April 2007, LD51PHX is a Ford Fiesta van used by Transdev route controllers.

Photo 1890, by **Scott Tillbrook**, added to LTSV on 22/04/2007.

The white and orange livery of the TfL Streets operation is becoming a familiar sight, with many recent deliveries of Toyota Prius and Vauxhall Astra cars. Most of the latter are to estate layout, the exception being hatchback LR56OGH, seen here at Park Lane on 16th April 2007.





Photo 1891, by **Kim Rennie**, added to LTSV on 22/04/2007.

Taken probably in 1979, this fine picture from Kim's collection shows Ford D towing lorry 1989F taking a very dead (engine-less?) RCL up what looks like Park Lane, closely pursued by Green Line RS119 on route 708 to Aylesbury. The RCLs, along with the RMCs and some RMLs, were then in the process of repurchase by LT from London Country and most were eventually put back into use as either service buses or trainers.



Photo 1892, by **Kim Rennie**, added to LTSV on 22/04/2007.

Lucks plays a large part in photographing service vehicles, and Kim Rennie was very lucky on this day! No less than 3 tow trucks are lined up on the west side of Trafalgar square on an unknown date in the early 1980s. This was thought to be in connection with some event nearby at which broken down vehicles would have been a major problem. From the front are Leyland Freighter 2372L, with its unique single boom and wordy fleet number, Ford D1110 1931F, and Leyland Freighter 2391L with the more normal twin booms. All three have prominent bus district stickers, for Cardinal (Cricklewood), Abbey (Riverside or Shepherds Bush) and Selkent (Camberwell) respectively.

Comment by *Kim Rennie* on 23/04/2007: This was on the occasion of a "World Economic Summit" of world leaders with presidential and prime-ministerial motorcades going to and from 10 Downing Street. Note that the provincial flags on Canada House have been changed for national ones.

Comment by *Kim Rennie* on 13/05/2007: Note the leading vehicle is on trade plates only

Comment by *Thomas Young* on 19/05/2007: I thought that all tow trucks just carried trade plates (until 1990 at least) and I have never seen a pic of one with both regs shown. Real regs were evidently allocated on paper, hence the Leylands being replated with in-series regs in 1990. There is also photo 569 of one of the Ford Ds post-LT with its KJD/P plate carried.



Photo 1893, by **Kim Rennie**, added to LTSV on 22/04/2007.

Leyland Freighter recovery truck 2391L was one of three tow trucks found parked at Trafalgar Square one day in the early 1980s. This was based at Camberwell garage, at the time part of the Selkent district.





Photo 1894, by **Kim Rennie**, added to LTSV on 22/04/2007.

A very attractive shot of two of the Mercedes-Benz 1114 demountable trucks, both loaded with crew-cab dropside bodies. There are some differences between the pair. 2491M on the left has a deeper blue band and has lost its three-pointed star from the radiator grille. It also has the illuminated headboard that shows that it was part of the ERU fleet until displacement by the Volvo trucks in 1998. The word 'Emergency' has been removed from the headboard, leaving just the LUL roundel. Both trucks were withdrawn and sold in Spring 2006.



Photo 1895, by **Kim Rennie**, added to LTSV on 22/04/2007.

During what must have been a fairly major incident at Piccadilly circus (with no less than 6 ERU vehicles in attendance), Kim captured this fine view of two of the smaller trucks parked on Haymarket. Both are Mercedes-Benz 410D box trucks with crew-cabs and tail-lifts, both being new in August 1993 and sold in August 1999.

Comment by *Kim Rennie* on 26/04/2007: This was a derailment on the Bakerloo Line at Piccadilly Circus.



Photo 1896, by **Damon Cross**, added to LTSV on 29/05/2007.

This van found parked outside Bromley Garage on 2nd May 2007 looked familiar and closer inspection revealed evidence that it was once in the London General fleet based at Sutton. Now in private use, it was originally 4120F in the CDS fleet.



Photo 1897, by **Scott Tillbrook**, added to LTSV on 29/05/2007.

This Ford Transit caged truck has had a slightly more interesting life than most leased service vehicles. New in April 2003, it was given Tube Lines logos but allocated to Pinner Station, deep in Metronet SSL territory. The error was soon spotted and Metronet logos applied. Upon replacement by similar 5957F in May 2006, 5474F was returned to Acton Works. However, it did not go off-lease and was instead taken on by the Waste Management section of Tube Lines. It was therefore given Tube Lines logos for the second time and was caught rounding Aldwych on 4th May 2007.





Photo 1898, by **Ray Monk**, added to LTSV on 29/05/2007.

Thanks to James and Ray we have finally tracked down the missing LBSL location in North West London. This is at Wembley Park between Olympic Way, North End Road and Fulton Road. Present on 17th May 2007 was previously unseen VW Transporter van 5676VW.



Photo 1899, by **Colin Lloyd**, added to LTSV on 29/05/2007.

5921F is one of three Ford Transit Connect vans allocated to Tube Lines' Northern Fleet Improvement department, although we do not know where they are based (the other two are 5923F and 5924F). Colin encountered the short-wheelbase van at Elephant and Castle on 28th April 2007.



Photo 1900, by **Damon Cross**, added to LTSV on 29/05/2007.

A nice broadside view of Metronet 5949F literally 'on' the roundabout outside Chiswick Park Station on 1st May 2007. This Ford Transit dropside has the full feature list of crew-cab, tail-lift and tool-locker.



Photo 1901, by **Scott Tillbrook**, added to LTSV on 29/05/2007.

Metronet SSL received a few new Vauxhall Combo vans in 2006/2007, generally replacing similar vehicles. 6015V was sent to Rickmansworth Station (presumably to replace 5536V) and was seen there on 19th May 2007.

Comment by *Steve Howard* on 30/05/2007: I think this vehicle probably replaced Astra 5492V. In my limited experience of visiting this location, the Astra was parked at the station during the day - in the same way that several of us have now seen the new Combo van there - whilst 5536V has been seen at night, often heading south towards Harrow or wherever, and was still current on 22/2/07, several months after this vehicle was taken into stock.

Photo 1902, by **Ray Monk**, added to LTSV on 29/05/2007.

Another Metronet SSL Vauxhall Combo van is 6080V, seen at Pinner Station on 17th May 2007. This vehicle probably replaced similar 5533V. Note that no bodyside Metronet logo is carried on the offside, although a cargo door is fitted. The vehicle behind is one of many contractors vehicles that carry a livery similar to LUL vehicles.

Photo 1903, by **Thomas Young**, added to LTSV on 29/05/2007.

Coming out of the cafe on the corner opposite Acton Town station (which is by the way an excellent place to watch SVs from!) I encountered this Renault Kangoo about to turn into Bollo Lane. Assigned fleetnumber 6092R, it is one of two allocated to Piccadilly line signal maintenance, and can often be seen from trains, in the gap between the buildings at the end of Bollo House.

Photo 1904, by **Ray Monk**, added to LTSV on 29/05/2007.

Here we see the first example of a new type of vehicle for the leased fleet, in the form of Ford Focus C-Max 6227F at Harrow-on-the-Hill station on 17th May 2007. Lettered as an Incident Response Vehicle, it has apparently replaced 5529F at this location. The C-Max appears to be a taller version of the Focus, although there may be other differences.

Photo 1905, by **John Lloyd-Martin**, added to LTSV on 29/05/2007.

And now for something different. It is white and blue, and it is a 'service vehicle', but this Mercedes-Benz Sprinter van works for the Amsterdam Tram operation, and was photographed in its home city on 27th April 2007.





Photo 1906, by **Scott Tillbrook**, added to LTSV on 29/05/2007.

Originally carrying a white and orange livery and the fleetnumber 3001, N419UCF of the First Berkshire fleet had been repainted red and yellow by the time this photo was taken at Slough Bus Station on 24th April 2007. The vehicle is a short-wheelbase Mk5 ('smiley') Ford Transit van. Note the unusual, and barely visible, exhortation to 'Take the bus'. As this van probably only appears when a bus has broken down, this form of promotion seems a bit odd!



Photo 1907, by **Ray Monk**, added to LTSV on 29/05/2007.

In his travels around North West London on 17th May 2007, Ray also called at the former Sovereign garage at North Harrow, and met this Ford Fiesta van coming out. LC51YYX is one of two such vehicles based here and used probably for crew ferry duties. Ford Transit van X185THJ is just visible in the background.



Photo 1908, by **Damon Cross**, added to LTSV on 29/05/2007.

Although contractors' recovery trucks cannot really be classified as service vehicles (and were left out of the recent SUP24C publication because of this), there is evidently still interest in them, and I am happy to publish pictures of such vehicles so long as there is some LT/LBSL connection. This OnTime vehicle was seen leaving Bromley Garage on 2nd May 2007, and is a Mercedes-Benz Actros.



Photo 1909, by **Kim Rennie**, added to LTSV on 29/05/2007.

Sovereign Recovery is one of several firms that seem to do a lot of work for London bus companies, and several of their vehicles have been illustrated here before. GN07HRD is the first example of a DAF seen with them though, and it was caught with an East London Dennis Trident on tow on 18th May 2007. The location is Bow Church Station. Note the twin light-bars.

Comment by *Thomas Young* on 02/08/2007: This was parked at Aldgate Bus Station on 31st July and I noticed it had small cab-side lettering 'Fleet No R.05'.





Photo 1910, by **Ray Monk**, added to LTSV on 29/05/2007.

Another vehicle that has tenuous links to 'real' service vehicles, but a nice shot nonetheless. Seen near Shell House on the South Bank on 17th May 2007, N749OYR is an East Lancs 2000 bodied Dennis Dart used as a recruitment centre. Whether this is for the Metropolitan Police or bus company London Central is not clear! Interestingly, London Central was the only operator of this type of bus (as the DEL class) in London, but this is not one of them. The Met acquired a batch of about 10 such vehicles, and most operated in plain white as police crew buses, alongside a vast fleet of Mercedes-Benz Sprinter minibuses and a sole Duple 425 coach. This vehicle, or a very similar one, has been seen at Arriva's Enfield garage and is just visible in other pictures of L649MBM (photo 1014) and V736GBK (photo 1438).

Comment by *John Lloyd-Martin* on 02/08/2007: A check of the notebook, shows the vehicle in Enfield on 2/10/05 to be N752OYR

Comment by *Ray* on 07/10/2007: N751OYR is sponsored by Stagecoach and was found (along with an all white one) at Perivale Met Police Traffic Unit garage today.



Photo 1911, by **James Mair**, added to LTSV on 01/06/2007.

South Harrow old station building was for a time used as a base by the Emergency Response Unit (ERU) of LUL. James was very fortunate when visiting in about 1994 to find no less than 4 vehicles present. Nearest the camera is Mercedes-Benz 1114 demountable 2496M with body DB2. Parked beyond are three Mercedes-Benz 410D trucks in the form of 2532M, 2531M and 2533M. These all wore plain white and blue livery but were later given the blue and red chevrons as seen on the lorry.



Photo 1912, by **James Mair**, added to LTSV on 01/06/2007.

With a very jolly (if slightly reckless) driver at the wheel, brand-new Mercedes-Benz 410D truck 2530M was seen running on trade plates down Capitol Way in Colindale in August 1993. As photo 1895 shows, these vehicles subsequently acquired additional cabside windows, and ERU chevrons on bonnet and body.



Photo 1913, by **James Mair**, added to LTSV on 01/06/2007.

As has been mentioned already on this site (see photo 1233), Mercedes-Benz 410D 2533M was delivered as a dropside but soon rebuilt as a box truck. In its modified form, it was found parked at South Harrow Station during the time this location was used by the Emergency Response Unit.

Comment by *Kim Rennie* on 21/06/2007: Presumably this was the then-current "signal courier van" of which, for many years, there has always been one in the fleet. They don't have rubber-lined shelves anymore however.

Comment by *1260F* on 22/09/2007: 2533M was the first 'signal courier' van used by ERU when the function of emergency deliveries of signalling equipment was dumped on ERU. Previously, the Signal Department had a Transit van and 4 shift-working staff, based at Whitechapel, to undertake this role. The 4 staff positions were transferred to ERU, but not the vehicle. 2533 looks rather pristine and undented, so the picture must be from very early in its ERU career, poor thing led a hard life!!





Photo 1914, by **James Mair**, added to LTSV on 01/06/2007.

LUL service vehicles could often be found visiting the Mercedes-Benz dealership in Colindale, and this picture has been included as it shows the rare sight of a demountable truck without a body on. 2536M is the vehicle in question, while artic 2552M is parked just beyond.



Photo 1915, by **James Mair**, added to LTSV on 01/06/2007.

Just about to start its career with LUL, Mercedes-Benz 410D truck 2542M was seen on delivery on Bollo Lane in August 1993. Note the crew-cab and rubbish cage fitted to the dropside body. The cage was subsequently removed though the mesh-fitted front bolster was retained. It would appear that either the body is wider than the cab, or it is fitted further back than normal.



Photo 1916, by **James Mair**, added to LTSV on 01/06/2007.

The number 2550F was supposedly allocated to a Ford Escort van registered K495RLA but no pictures of such a vehicle have come to light. It is highly likely that this is in fact 2550F, although the number is not carried. Wearing an all white livery, the van was found in Uxbridge.



Photo 1917, by **Thomas Young**, added to LTSV on 01/06/2007.

IVECO EuroCargo 2585 is habitually parked inside Griffith House, although it has also been seen at Acton (see photo 1565). When we came across it parked at North Acton Station on 29th May 2007, we took the opportunity to photograph it from all sides. As is the norm for lorries used by the Lifts and Escalators department, a very large tail-lift is fitted. 2585 is the only lorry in the owned fleet to carry Metronet logos.



Photo 1918, by **James Mair**, added to LTSV on 01/06/2007.

Land Rover 4404LR was an odd looking beast, with custom bodywork for its duties as a High Voltage Mains Fault Investigation Unit. It left the fleet in June 1999 but apparently carried on in the same role with new user Powerlink. On 2nd August 2005 it was found parked outside Harrow-on-the-Hill Station, showing off its revised livery. It had also been modified with a box extension over the cab.



Photo 1919, by **James Mair**, added to LTSV on 01/06/2007.

Former service vehicle 4404LR visited Harrow station on two consecutive days in summer 2005, and on the second occasion (August 3rd) it conveniently parked the other way around, affording us this view of the offside and rear. Listed as a fault investigation unit, how the vehicle performed this role is not known.



Photo 1920, by **James Mair**, added to LTSV on 01/06/2007.

The only box-van Ford Transit in the central fleet is Metronet 5519F, which can often be seen parked at Acton Town station. On 5th September 2005, James encountered the van on nearby Bollo Lane, and this photo shows the rear shutter door (complete with Metronet logo) and tail-lift.



Photo 1921, by **James Mair**, added to LTSV on 01/06/2007.

A large batch of VW Transporter vans entered service with Metronet in May 2007 but no pictures have yet been received. However, here is one of the very few earlier Transporters to carry LUL livery, in the form of 5651VW, seen on Harcourt Street on 24th June 2005. This vehicle, and similar 5650VW of Tube Lines, can often be seen in the vicinity of Griffith House.





Photo 1922, by **James Mair**, added to LTSV on 01/06/2007.

As promised some time ago, here is a picture that shows the version of the Ford Transit Connect van with an extra side window. In one of the most confusing instances of mis-applied fleetnumbers, this van is allocated 5687F, but carries 5686F! It was found at Barons Court on 3rd September 2005.

Comment by *Thomas Young* on 01/06/2007: Woops, I haven't updated the database with the correct fleetnumber yet. Until this is done, the vehicle details link will take you to a blank 5687. Click on Previous Vehicle to see the actual data.



Photo 1923, by **Ray Monk**, added to LTSV on 01/06/2007.

The service vehicle fleet still throws up some surprises, although this may not immediately look like one! This van was first reported in October 2006, and then confirmed on an official fleetlist. But where it had been for the past two years, or what it did, was a mystery. The livery suggested employment by LBSL, but it lacked the usual logos. Thanks to some detective work, Ray was able to track it down to an industrial estate in South Chingford where LBSL have offices. These are thought to be used in connection with AVLS or Countdown developments, as this and the other vehicles here all had roof-racks for the fitting of equipment such as cameras.



Photo 1924, by **Thomas Young**, added to LTSV on 01/06/2007.

Now that the nearby building work has finished, the car park at Neasden Station can once again be photographed from the adjacent footpath. Found there on 29th May 2007 were two Metronet Ford Transit crew vans, 5465F (on the left) and 5744F. Both carry special ladder-carrying roof racks.



Photo 1925, by **Thomas Young**, added to LTSV on 01/06/2007.

Several locations have an LUL Incident Response car allocated, examples including Edgware Road, Arnos Grove and Harrow. The new traincrew offices at Wembley Park Station is home to Vauxhall Zafira 5824V, which differs from other similar vehicles in not wearing a blue skirt. The smart-looking car was photographed on 29th May 2007.

Comment by *Kim Rennie* on 01/06/2007: ....you mean "blue skirt"...

Comment by *Thomas Young* on 01/06/2007: Doh (2), so I do. Sorry. The captions were written in a hurry! Fixed now.





Photo 1926, by **Thomas Young**, added to LTSV on 01/06/2007.

Mk7 Ford Transit dropside truck 6142F was found parked outside Ruislip Station on 29th May 2007.



Photo 1927, by **Ray Monk**, added to LTSV on 01/06/2007.

Two rather special vans were found by Ray at Trinity Way, Chingford on 29th May 2007. Vauxhall Movano 6026V with its roof-mounted cameras has been illustrated before, but Ford Transit 6271F was presumably brand new. It has a framework on the roof presumably to enable it to also carry cameras or other equipment.



Photo 1928, by **James Mair**, added to LTSV on 01/06/2007.

Although the Honda motorbikes used by London Buses appear to have departed by the end of 2004, the two-wheeled gap in the service vehicle fleet was then filled by three of these Piaggio Skipper scooters. Acquired by bus company Transdev, they originally wore a plain blue livery as seen in this picture taken at Hatch End in May 2005. James was able to determine that they were in use by route controllers from Transdev's Harrow garage. It would appear that two of the registrations quoted on this site (and in SUP24C) are incorrect. LG54LGJ and LG54LGK should be amended to LK54LGJ and LK54LGK respectively.

Comment by *Kim Rennie* on 02/06/2007: Of course Country Bus inspectors used motorbikes in the 1940s (at least) so there's nothing new in this

Comment by *Ray* on 03/06/2007: I remember being on a 301 in 1960 in Tring being waived down by an Inspector on a motor bike. He jumped on, checked tickets and then off he went!



Photo 1929, by **Thomas Young**, added to LTSV on 01/06/2007.

I very nearly overlooked this vehicle, found parked on Pinner Bridge Street on 29th May 2007, just as they were closing the road in preparation for the Pinner Fair. However, the three Piaggio Skipper scooters used by Transdev have now been given LT roundels on front and rear, so identification is now slightly easier.





Photo 1930, by **Thomas Young**, added to LTSV on 01/06/2007.

Another view of Transdev Piaggio Skipper scooter LK54NLY at Pinner on 29th May 2007, showing the LT roundel on the front. These are quite possibly the smallest service vehicles in the fleet.



Photo 1931, by **Ray Monk**, added to LTSV on 01/06/2007.

N340NAV was reportedly an LDV Minibus acquired second-hand by Armchair. Armchair was of course taken over by Metroline, and the vehicle has now been smartly repainted and the windows panelled over. In its new form, it was found at Wembley Fourth Way depot on 22nd May 2007.



Photo 1932, by **Thomas Young**, added to LTSV on 01/06/2007.

Not ideally placed for photography, I have included this picture as it shows the curious livery applied to Metroline (ex Thorpes) VW LT35 van T153NCF. The van retains Thorpes legal lettering on the rear, despite the name ceasing to exist as a company earlier in the year. Photographed at Fourth Way engineering depot on 29th May 2007.



Photo 1933, by **Ray Monk**, added to LTSV on 01/06/2007.

NJ54LBV is one of the first three Toyota Prius hybrid cars acquired by Transport for London in late 2004. It was found parked on Eccleston Place (Victoria) on 22nd May 2007. Many similar vehicles have since joined the Streets fleet.





Photo 1934, by **Scott Tillbrook**, added to LTSV on 01/06/2007.

The sleek (and environmentally friendly) Toyota Prius is a popular choice with the TfL Streets fleet, and most carry this white and orange livery. Some, like RA56CZN seen on Park Lane on 4th May 2007, have been fitted with light-bars and chevron panels on the rear.



Photo 1935, by **Cliff Essex**, added to LTSV on 01/06/2007.

An interesting picture taken inside Dalston garage shortly before it closed in April 1981. As well as RM and LS buses (the latter including a brand new Mark2 for the Red Arrow services), a rather unusual service vehicle is visible. 2221B was one of two Bedford CF220 1-ton trucks bought in 1979 and used for just four years. Like most grey Bedfords, the shade is significantly darker than LT standard. I am not sure if the roof of the garage is either very clean, or missing all its glass!

Comment by *Damon* on 02/06/2007: Cliff tells me that the glazing was intact and it's a balance between very bright light coming through the roof and the darker buses. I think he did quite well in the circumstances.



Photo 1936, by **Julian Bowden-Green collection**, added to LTSV on 07/06/2007.

When the service vehicle fleet was renumbered in 1939 it was on the basis of vehicle manufacturer. As Associated Daimler vehicles were listed as ADCs, they took the lowest numbers, before the large fleet of AECs. 4E and 6E were both 6-ton tower wagons, seen here at Ferry Lane works in April 1949. With lettering already obliterated, both vehicles were scrapped two months later.



Photo 1937, by **Julian Bowden-Green collection**, added to LTSV on 07/06/2007.

83Q was an AEC Mercury 4-ton tower wagon that had been new in 1936 as fleet number 195. During its 25-year career it was based at various tram and trolleybus depots, although the date and location of this picture is unknown. The oldest service vehicle in the current (mid-2007) central fleet is 17-year old 2474M (see photo 1198).

Comment by *Ray* on 13/12/2009: Photograph taken at Kingston sub-station





Photo 1938, by **Bob Martin**, added to LTSV on 07/06/2007.  
 Photographed in a scrap-yard at Stratford upon Avon in about 1964, 95Q had served LT between 1936 and 1963. Based on an AEC Mercury chassis, it has the distinctive crane and bolster typical to pole carriers.  
 Comment by *Ray* on 20/01/2010: There is a photograph of a pole carrier (in Loughton garage) in the LTM collection (1998/88201)



Photo 1939, by **Julian Bowden-Green collection**, added to LTSV on 07/06/2007.  
 Rarities among the tower wagon fleet were a pair of AEC Monarchs bought in 1938 instead of the more usual Mercury model. At this time, different types from the same manufacturer were sometimes given different fleetnumber suffixes. N was assigned to the AEC Monarch, and carried by just the two tower wagons and a trio of pole carriers. 100N was found resting in Lea Bridge depot.



Photo 1940, by **Julian Bowden-Green collection**, added to LTSV on 07/06/2007.  
 The diminutive trolleybus rescue trucks had a distinctive design, and stood out by virtue of their red livery complete with Trolleybus roundels. Albion built 12 such vehicles, all based on the KN127 chassis. 122A was photographed on a job from Lea Bridge Depot, with an engineer fiddling with the roof equipment on K2-class trolleybus 1191 behind.  
 Comment by *LondonBusPhotos* on 19/09/2008: The location is Bruce Grove, just north of the station. The shop in the background is now a series of takeaways.



Photo 1941, by **Alan B Cross**, added to LTSV on 07/06/2007.  
 A rear view of Albion KN127 Trolleybus Rescue Truck 124A shows the covered area complete with workbench, and the spare wheels. As well as the central drop-down flap, the rear also featured two tall, narrow doors (seen here with white plates attached) that opened to form ramps for the unloading of wheels. Although bought in the late 1930s, most of these vehicles survived until the end of the trolleybuses in 1962. Reproduced by kind permission of Alan Cross. Copyright.



Photo 1942, by **Julian Bowden-Green collection**, added to LTSV on 07/06/2007.

189C was new in March 1936 as the first Leyland Cub Trolleybus Rescue Truck, and it could immediately be recognised by its flat roof. The 6 similar Cubs that followed later that year (see photo 1944) had the same rounded roof as seen on the Albions (see photo 1940). Although lettered for Fulwell Depot, this photograph is surely taken at Stonebridge Park depot, with the BR carriage sidings in the background. This depot still stands although now in alternate use, and at least one trolleybus traction standard pole is still visible from passing trains.



Photo 1943, by **Alan B Cross**, added to LTSV on 07/06/2007.

Looking narrow and tall, this is Leyland Cub Welding Lorry 193C in February 1952. Such vehicles often had a full-length canvas tilt cover. This example was withdrawn and sold the following year. Reproduced by kind permission of Alan Cross. Copyright.



Photo 1944, by **Alan B Cross**, added to LTSV on 07/06/2007.

First of the production batch of Leyland Cub Trolleybus Rescue Trucks, 203C was photographed outside Bexley(heath) Depot on 6th March 1959. Apart from the removal of the overhead wires and poles, this location has changed little over the past 50 years. Reproduced by kind permission of Alan Cross. Copyright.



Photo 1945, by **Alan B Cross**, added to LTSV on 07/06/2007.

A smart view of gleaming Morris EA full-tilt truck 299M, allocated to Chalk Farm Garage for use by the 'department of the CME (Road Services) RSE (Buses & Coaches)'. New in 1937 as M103, it lasted over 12 years. Reproduced by kind permission of Alan Cross. Copyright.





Photo 1946, by **Alan B Cross**, added to LTSV on 07/06/2007.

This curious (and slightly battered) looking vehicle is Ransome & Rapier 4-ton mobile crane 352R. It was used by the tramways permanent way engineers from Deptford Wharf and was photographed on a job on 6th January 1951. Mounted on four solid wheels (the rear wheels being smaller and closer together) it had an open 'cab' protected by a plate roof (on which the LT fleetname has been applied). Note LTE trailer 67 in the foreground.

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Photo 1947, by **Alan B Cross**, added to LTSV on 07/06/2007.

A large number of Albion lorries were bought in Spring 1939, with bodywork for a variety of roles. 367A was a dropside lorry based on the KN127 model and photographed at Victoria Station on 10th March 1948. Note the bolster in use to support the load of timber.

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Photo 1948, by **Julian Bowden-Green collection**, added to LTSV on 07/06/2007.

This picture taken presumably in May 1962 shows AEC Regal lorry 397W (converted from T257) towing the preserved 'Diddler' trolleybus. Many of the Regal rebuilds were designated as towing lorries, but 397W was listed as a stores lorry and allocated to Camberwell. The bodywork was very similar in any case. 397W was withdrawn and sold in September 1962.



Photo 1949, by **Julian Bowden-Green collection**, added to LTSV on 07/06/2007.

While most of the AEC Regals rebuilt from coaches to lorries retained their skirt panels, some did not and the result was arguably a more modern looking vehicle. The position of the fuel tanks, and the daylight visible above, shows how the bodywork was mounted well clear of the main chassis frame, thus affording an un-interrupted load space. 408W was a rebuild of T256 into a 6 and a half ton dropside lorry, and it was seen here with a load of wheels. This picture was presumably taken during the time it was allocated to Acton works, although the date and location are unknown. Also a mystery are the items in the roadway in the foreground. Any ideas? 408W was one of few Regal rebuilds not to be run on trade plates.

Comment by *Ray* on 08/06/2007: I'd hazard a guess and say it is Golders Green## with 408W heading left into Finchley Road from Golders Green Road. The rubber covered strips were for traffic to 'advise' the traffic light system they were waiting; these days they cut grooves into the road and then tar over the transponders - you can't jump up and down on these to change the lights as you could with the old strips! ##Ref Snowy13's comments (above) Tom and I visited Cricklewood on 10th July 2010 and we can confirm he is correct and the photo was not taken at Golders Green. The photo was taken pre-January 1962 as the 'poles etc are still in situ.

Comment by *snowy13* on 17/06/2010: The location is coming out from Chichele Road into Cricklewood Broadway in Cricklewood. It probably going across Cricklewood Broadway into Cricklewood Lane to Golders Green underground depot with its load of rail wheels. This road junction is where trolleybus routes 645,660,664 and 666 all met.



Photo 1950, by **Alan B Cross**, added to LTSV on 07/06/2007.

The curious appearance of the 3 AEC Matador gully emptiers bought in 1939 has been commented on before. Here we see square-tanked 409P in Kingston.

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Photo 1951, by **Julian Bowden-Green collection**, added to LTSV on 07/06/2007.

421W was another of the fleet of lorries created in 1939 by the extensive rebuilding of former T-type coaches. It was one of just three such vehicles that took advantage of the low-framed chassis to provide a lower loading surface (at the expense of greater wheelarch intrusion). 396W had this configuration for its role as a battery carrier, but 420W and 421W were dropside lorries for general duties. This view was almost certainly taken at Epsom Downs, the vehicle being used to carry temporary fence panels. Interestingly, when similar 420W was withdrawn in 1961, the two vehicles apparently swapped bodies. 421W was itself withdrawn less than a year later.





Photo 1952, by **Julian Bowden-Green collection**, added to LTSV on 07/06/2007.

The AEC Regal lorries converted in 1939 were barely recognisable as originally being half-cab coaches. This picture taken at Catford Garage on 17th July 1955 shows 446W (rebuilt from T181) and 404W (T221). 446W was a stores lorry while 404W was a towing lorry, but both shared the same style of high-sided open bodywork with solid quarter-tilt.



Photo 1953, by **Julian Bowden-Green**, added to LTSV on 07/06/2007.

The lowest numbered service vehicle in my first ABC was 968R, listed as a Jones 2-ton crane built in 1948 and acquired in 1952. Although registered, it is not known if it ever left the confines of Chiswick Works, where it was photographed on 28th July 1977. It was still present by the time of the open days in 1983 and 1984 but was presumably disposed of between then and the complete closure of the works in 1990. The site of this picture is now an ultra-modern business park. Note the derelict garage sweepers strewn around.



Photo 1954, by **Alan B Cross**, added to LTSV on 07/06/2007.

989B was slightly special, being a route survey van based on a Bedford CAV van. Painted black with no lettering (apart from on a removable board), it had windows in the raised section and the cab roof to allow observation of clearances along potential bus routes. It was also fitted with a radio and attended major events such as the Epsom Derby. In this view it does appear to be hooked up to various cables and batteries. The Bedford CAV was also used by LT for a pair of works ambulances with similar bodywork (see photo 1004).  
Reproduced by kind permission of Alan Cross. Copyright.



Photo 1955, by **Alan B Cross**, added to LTSV on 07/06/2007.

991AS was one of two Austin LD trucks bought in 1957 as prototype Trolleybus breakdown tenders. Given that the Trolleybus network closed down in 1962, and that the existing lorries were able to provide support until then, the decision was made to assign the two Austins to general duties from 1958.

Reproduced by kind permission of Alan Cross. Copyright.

Comment by *snowy13* on 17/06/2010: The location of this photo is what was the rear bus station at Edgware underground station. Some of the buildings to the left were demolished to make way for a new road from Station Road when the bus station was rebuilt in 1987/88.

Photo 1956, by **Thomas Young**, added to LTSV on 07/06/2007.

6073VW is the last of the seven low-roof VW Transporter vans leased in 2006 to be illustrated on this site. All are used by the Infrastructure Development department of LBSL, while the operating services section prefers the high-roof version. On 2nd June 2007, 6073VW was parked in Wells Terrace Bus Station at Finsbury Park. Service vehicles at this location are usually to be found on the other side of the railway, but there does appear to be a designated parking space here now.

Photo 1957, by **Scott Tillbrook**, added to LTSV on 07/06/2007.

A lucky find by Scott on 1st June 2007 was this new Ford Transit heading up Park Lane. It carries Metronet markings and ERU-style chevrons on standard LUL livery. This is a very rare example of the medium-wheelbase, high-roof Transit in an underground-related role. LBSL have had many such vehicles, but LUL vans tend to be of the long-wheelbase variety. For those interested in such things, the key recognition points for this variant are that the side door runner extends right to the rear, and that there is a seam half-way up the roof sides.

Photo 1958, by **Thomas Young**, added to LTSV on 07/06/2007.

The fence alongside Arnos Grove sidings has a fine mesh which makes photography difficult, particularly with SLRs. My compact camera almost fitted through to catch this view on 2nd June 2007. The nearest vehicle is Renault Kangoo 6095R (not carried), which had recently replaced similar 5620R (see photo 1579). Beyond the black car is Vauxhall Combo van 5877V. Note the similarity of the shape between this and the Kangoo. At the rear is low-roof Ford Transit van 5619F.

Photo 1959, by **Ray Monk**, added to LTSV on 07/06/2007.

London General's Plough Lane base near Wimbledon recently started running service buses for the first time, having originally just been used for training, private hire, engineering and storage. Routes 39 and 485 required the acquisition of some crew ferry vehicles and these arrived in the form of two Renault Kangoo vans. Seen on 5th June 2007, GK07XRC has no lettering but carries a sticker in the windscreen marked Ferry Car 1. Plough Lane is notable for having a large electricity pylon in the centre of its yard.





Photo 1960, by **Ray Monk**, added to LTSV on 07/06/2007.

Sovereign Recovery's P5SOV is a Volvo FH16 rather than the more common FH12, and has been named Ark Royal. It was found at Goose Green (Dulwich) with a Travel London Volvo B7TL in tow on 4th June 2007.



Photo 1961, by **Scott Tillbrook**, added to LTSV on 01/07/2007.

The First London service vehicle features Vauxhalls, Volkswagens and just a couple of Ford Transits. It also has a completely un-fathomable fleet numbering scheme. YH05AYO is based at Willesden Junction and was photographed at sunny Ealing Broadway on 1st June 2007. The number 2 is just visible in front of the offside mirror, and this is also carried on the rear. However, the nearside shows the number 180. Still, at least it is not another 71!



Photo 1962, by **Ray Monk**, added to LTSV on 01/07/2007.

Quite far from any Tube Lines infrastructure, Ford Transit Connect van 5666F was parked up in Eltham on 1st June 2007. Such vehicles are often taken home by their drivers.



Photo 1963, by **Thomas Young**, added to LTSV on 01/07/2007.

We visited Market Road, Islington on 2nd June 2007 and found nothing, until this Ford Transit minibus pulled up outside. 5702F is operated by the Tube Lines Distribution Services Manager. Interestingly, Ray earlier photographed similar 5701F in exactly the same place (see photo 1780).



Photo 1964, by **Thomas Young**, added to LTSV on 01/07/2007.

Who put that lamp-post there?! Another 'thru-the-fence' shot at Arnos Grove on 2nd June 2007 shows Ford Transit van 5604F, used by the Piccadilly line track maintenance team.

Photo 1965, by **Damon Cross**, added to LTSV on 01/07/2007.

Ford Transit minibus R580LVL was for a time based at the Arriva garage in Grays, where it had a roof rack and the number YFB580. It has recently migrated further afield, lost its roof rack, and been renumbered F580. This photograph was taken at Southend bus station on 3rd June 2007. The sign on the bonnet says 'You are requested not to smoke!'

Photo 1966, by **Ray Monk**, added to LTSV on 01/07/2007.

Short-wheelbase Ford Transit crew van 5889F has been seen several times in the Waterloo/Southwark area, including at the Waterloo and City line base underneath the arches, as in this view taken on 4th June 2007. However, an official list shows it as being allocated to the Metronet SSL Comms and Electrical Manager. This is odd as the Waterloo and City line is presumably part of the BCV empire (as it is co-managed with the Central line), while there are no sub-surface lines in this area.

Photo 1967, by **Ray Monk**, added to LTSV on 01/07/2007.

The most recent additions to the East Thames Buses crew ferry fleet are still ex London Dial-a-Ride Mercedes-Benz minibuses, but they have been treated to a proper repaint and lettering. They also now tend to be of the Sprinter type with the streamlined front. P184OLC was formerly D34 in the North East London DaR fleet. Now E34, it was photographed at the Mandela Way base on 6th June 2007.





Photo 1968, by **Ray Monk**, added to LTSV on 01/07/2007.

Seen at Northwood Hills on 13th June 2007, 6143F is a standard Ford Transit dropside (with crew-cab and tail-lift) operated by Metronet SSL.



Photo 1969, by **Ray Monk**, added to LTSV on 01/07/2007.

A number of brand new service vehicles have recently been seen at the Vauxhall garage on Edgware Road. Interestingly, these have the blue skirt and fleetnumbers already applied. Presumably the operator logos are added once they are delivered. On 13th June 2007, Vauxhall Combo van 6247V was on display, while similar 6248V LR07AUU was visible in the background.



Photo 1970, by **Damon Cross**, added to LTSV on 01/07/2007.

An unusually large batch of consecutively numbered vehicles arrived in spring 2007 with the numbers 6169 to (at least) 6187 all applied to Volkswagen Transporter vans for Metronet. For a while, these seemed to only be active at night, and were therefore not photographed. However, Damon found 6174VW parked outside Waterloo Station on Sunday 17th June 2007. As the picture shows, these are short-wheelbase vans, but with a mid-height roof not seen before on this type.



Photo 1971, by **Damon Cross**, added to LTSV on 01/07/2007.

Another view of Metronet Volkswagen Transporter van 6174VW outside Waterloo Station on 17th June suggests that the roof height featured may not be a standard configuration. The rear aspect certainly has an unusual appearance. In the background can be seen the roadway that leads under the taxi road to the Waterloo and City line depot.



Photo 1972, by **Damon Cross**, added to LTSV on 01/07/2007.  
 Travel London 9764 (more familiar to many as TA64) came to grief outside the Houses of Parliament on 17th June 2007, and was attended to by Sovereign Recovery N6SOV. As can be seen, this carries the name 'Lancaster' on the boom as well as on the front.



Photo 1973, by **Damon Cross**, added to LTSV on 01/07/2007.  
 N6SOV is a Volvo FH16 recovery truck operated by Sovereign, and photographed in Old Palace Yard, Westminster on 17th June 2007 as it prepared to tow Travel London 9764 back to base. This and similar P5SOV 'Ark Royal' appear to be recent additions to the fleet, and both feature WWII-related names (Lancaster in this case) and remembrance slogans on the sun-shields.



Photo 1974, by **Ray Monk**, added to LTSV on 01/07/2007.  
 The Ford Transit Connect received a minor facelift during 2007, with a revised front bumper and radiator grille, and the Ford badge moved down from the bonnet. Illustrating these changes is Tube Lines operated 6217F, found at Howick Place (off Victoria Street) on 22nd June 2007.



Photo 1975, by **Ray Monk**, added to LTSV on 01/07/2007.  
 6063F was one of two Ford Transit 12-seat minibuses delivered to the Passenger Data department of London Buses in March 2007. It was photographed at Victoria Coach Station on 22nd June that year. Note the numbered stickers on the front bumper. Earlier vehicles operated by this team also carried these (including 4524F and 5540F) but this is the first time they have appeared to relate to the vehicle fleetnumber.





Photo 1976, by **Kim Rennie**, added to LTSV on 15/07/2007.

A Central Line train derailed in the tunnel near Mile End on Thursday 5th July 2007 and the emergency services were out in force. This view shows an unusual angle on the two types of ERU truck (represented by Volvo 2570V and Mercedes-Benz 2572M) and also includes a VW van with markings for LUL. A close-up of this vehicle can be found on photo 1985. ERU Ford Transit 5862F is just visible, as are various specialised vehicles of the London Fire Brigade and London Ambulance Service.

Comment by *Kim Rennie* on 16/07/2007: Note the rather shabby condition of the ERU vehicles, most unusual for the CDS' fleet and perhaps indicating that replacement is imminent.

Comment by *Kim Rennie* on 16/07/2007: PS - the derailment was on the 5th, not 6th!

Comment by *Thomas Young* on 16/07/2007: Doh! Thanks Kim. I will update the captions pronto. However, I was going by the 'date picture taken' on your excellent photographs...

Ref the dirty vans, the replacements were reportedly due from early summer so you're probably right. Tom

Comment by *Kim Rennie* on 16/07/2007: Yes - every time I speak to one of the ERU duty managers at work I ask if any of the new Atego vehicles have arrived yet and so far have always got the same negative answer. I'm interested in what the livery application will be - one odd rumour has suggested they'd be red - surely not, although this was of course a perfectly normal LT breakdown vehicle colour scheme for many years.



Photo 1977, by **Colin Lloyd**, added to LTSV on 15/07/2007.

It would appear that Ford Transit minibus 5427F was not replaced in the London Buses Passenger Data fleet by the two new arrivals in March 2007. It was seen coming down Buckingham Palace Road on 6th June that year, closely pursued by Tube Lines van 5468F.



Photo 1978, by **Kim Rennie**, added to LTSV on 15/07/2007.

Two Metronet Ford Transit dropsides attended the incident at Mile End on 5th July 2007, presumably for initial clearing up duties. Neither had been photographed before, while cage-fitted 5722F (seen here) has not even been reported by any of our members since it entered service two years previously. The short-body and the design of the mudguards suggest that the vehicle may be a tipper.



Photo 1979, by **Damon Cross**, added to LTSV on 15/07/2007.

You are going to have to take our word on it that this is 5911V, as the registration number is not visible, and no lettering is carried. The fact that it was photographed close to the London Transport Museum stall at the 1st July 2007 rally at North Weald would seem to be evidence though. 5911V is a long-wheelbase Vauxhall Movano new in December 2006, replacing virtually identical 5481V. A remarkably similar picture of the earlier vehicle (which at least had the dignity to display its fleetnumber) can be found at photo 718.



Photo 1980, by **Ray Monk**, added to LTSV on 15/07/2007.

There is usually at least one service vehicle parked outside the Northern Line control room on Coburg Street near Euston, and the actual vehicles do change from time to time. On 12th July 2007, it was the turn of Vauxhall Astra estate 5914V to occupy this spot.



Photo 1981, by **Kim Rennie**, added to LTSV on 15/07/2007.

The second of two Metronet Ford Transit dropsides found at Mile End station on 5th July 2007 was 5918F. Unlike 5722F (just visible behind), this had a longer, fixed body (note the mudguards) without a rubbish cage.



Photo 1982, by **Dave Burrin**, added to LTSV on 15/07/2007.

Possibly the last place you would expect to find a current service vehicle would be Margate, although it is presumably within commuting distance, especially if your job includes the use of a vehicle. Ford Transit crew van 5967F is in the Tube Lines Ultrasonic section, and can often be seen at Lillie Bridge. On 21st June 2007 though, it was taking the sea air. Ironically, an even more unexpected find cropped up a couple of days later (see photo 1983).



Photo 1983, by **StagecoachFan**, added to LTSV on 15/07/2007.

Ford Focus estate 6132F joined the Tube Lines fleet in January 2007 and was seen here parked on a residential street in June of that year. However, this is Portman Street in Middlesbrough, a little beyond the normal realms of London service vehicles! Even more remarkably, I lived on this street for three years while studying at Teesside Poly. I don't recall seeing any SVs there though!

Photo 1984, by **Ray Monk**, added to LTSV on 15/07/2007.

The prize (well, the kudos at least) for the first report and picture of an SV numbered higher than 6300 goes to Ray, as he encountered brand new Vauxhall Astra van 6327V at the Edgware Road Vauxhall dealership on 10th July 2007. As with many of the vehicles noted here, the livery and fleetnumber have already been applied, but not the operator logos.

Photo 1985, by **Kim Rennie**, added to LTSV on 15/07/2007.

An unusual vehicle found attending the derailment at Mile End on 5th July 2007 was this VW LT35 van with labels for 'London Underground Emergency Water Supply Vehicle'. The style of the bodywork suggests that this is to transport bottled water for passengers to drink rather than any other purpose. The remnants of a previous operator's livery show that this van must have been acquired second-hand, and it is thought that it is kept at Baker Street (without its detachable signs) when not needed.

Comment by *Kim Rennie* on 16/07/2007: This refrigerated vehicle is hired-in by CDS for the summer months and normally 'stands by' at Selbie House, Baker Street holding supplies of bottled water. The labels appear to be magnetic and applied when required. In the 'good old days' the task would presumably have been given to LT Catering.

Photo 1986, by **Ray Monk**, added to LTSV on 15/07/2007.

The cars operated by TfL Streets really stand out with their bold orange stripes. Recent deliveries have included Vauxhall Astra estates (such as LM06FDY seen here at Stockwell on 3rd July 2007) and Toyota Prius hybrid electric hatchbacks.





Photo 1987, by **Ray Monk**, added to LTSV on 15/07/2007.

The number of Toyota Prius cars on the streets of London seems to be growing rapidly, presumably as their green credentials make them exempt from the congestion charge. Perhaps the most eye-catching use of these cars is by Transport for London's Streets Management department, whose vehicles wear a bright white and orange livery. Recently delivered FP07XNB was found on Molesworth Street in Lewisham on 2nd July 2007.

Comment by *Kim Rennie* on 17/07/2007: Interesting in that this livery was inherited from the Transport Systems Control Unit and, before that, the GLC.



Photo 1988, by **John Godwin**, added to LTSV on 15/07/2007.

New contributor John Godwin runs the Emergency Vehicles Online website, and recently sent in some interesting pictures of SVs that he had taken. The first picture shows previously un-recorded Carbodies taxi A343TYF of KentishBus, seen at Dunton Green garage shortly before it closed. The lack of wheeltrims, and the use of a maroon fleetname on the black bodywork make for a slightly tatty looking vehicle.

Comment by *Ray* on 12/12/2008: First registered 1/1/1984 it was delicensed 30/5/1998.



Photo 1989, by **John Godwin**, added to LTSV on 15/07/2007.

This picture was taken in West Ham in 1994 and shows Capital Citybus 898 (a Mercedes-Benz 408D van) attending to one of the Dennis Dominators acquired from Southampton. The livery includes the logos and Chinese characters associated with the period when this operator was owned by Hong Kong Citybus. Note also the lemony yellow livery briefly used, compared to the warmer shade on the bus. Capital Citybus (which had evolved from Ensign) was eventually sold to First.



Photo 1990, by **Ray Monk**, added to LTSV on 15/07/2007.

Ray tracked down several of the Quality Line (aka Epsom Buses) fleet of service vehicles on 3rd July 2007. This well-kept Ford Transit minibus was parked at Banstead, and was acting as a crew transport and rest room.





Photo 1991, by **Ray Monk**, added to LTSV on 15/07/2007.

Another Quality Line service vehicle found by Ray on 3rd July 2007 was this Transit van parked at Wallington Station. It is of the relatively rare short-wheelbase, high-roof variant, as also used by London General (see photo 988).



Photo 1992, by **Ray Monk**, added to LTSV on 15/07/2007.

The service vehicles running from the Hayes depot that Travel London inherited from Wings Buses have not been illustrated before. That said, they are a fairly dull looking bunch, bereft of livery and wheel trims. At least this example has a fleetnumber of sorts. R753VUK is a Ford Fiesta van acquired second-hand (most examples were new to British Telecomm, hence the grey livery) for use a crew ferry vehicle. It was photographed near Southall on 10th July 2007.



Photo 1993, by **Colin Lloyd**, added to LTSV on 15/07/2007.

If it wasn't for the LBSL roundels stuck on the sides and rear, I would forgive anyone for not identifying this as a service vehicle. Photographed as it passed the Red Lion at Greenford, Ford Fiesta van V845JAR is in fact a crew ferry vehicle operated by Travel London. Although latterly based at Fulwell, it had presumably been transferred to Hayes by the time this picture was taken on 29th June 2007.



Photo 1994, by **Ray Monk**, added to LTSV on 15/07/2007.

Seen at the Hayes depot of Travel London on 10th July 2007, this Ford Courier van carries the same "livery" as Ford Fiesta V845JAR, also in the Travel London fleet. It is thought that all these vehicles are used primarily for crew ferry purposes.





Photo 1995, by **Ray Monk**, added to LTSV on 15/07/2007.

This Vauxhall Astra van is V025 in the Arriva Southern Counties fleet, based at Grays garage where it was photographed on 1st July 2007. Parked behind is crew ferry car CF5 (EK51YTB).



Photo 1996, by **Kim Rennie**, added to LTSV on 15/07/2007.

Among the many fire brigade and ambulance vehicles that attended the derailment at Mile End on 5th July 2007 were two of the 'New Dimension' rescue appliances ordered by the Office of the Deputy Prime Minister and allocated to fire brigades across the country. Based on MAN TGA chassis, these have Multilift hoisting gear to load and unload specialised bodies or 'pods'. Kind of like Thunderbird 4! WX54VPT is numbered PM124 and is based at East Ham. It was carrying a container-like pod numbered USAR1 003 when photographed.

Comment by *Kim Rennie* on 13/08/2007: The 21st Century equivalent of the Civil Defence Corps or Auxiliary Fire Service!



Photo 1997, by **Kim Rennie**, added to LTSV on 15/07/2007.

The second of two 'New Dimension' rescue vehicles that were called out following the derailment at Mile End on 5th July 2007 was PM125 (WX54VPU), also from East Ham. In this view the Multilift equipment can be seen behind the cab. Note also the vehicle carried in the tipper-like body.



Photo 1998, by **Kim Rennie**, added to LTSV on 15/07/2007.

Here is one more vehicle seen following the Central line derailment on 5th July 2007 that has slight links to service vehicles. SV07CCE is a Mitsubishi Fuso Canter dropside lorry belonging to contractor Ringway Jacobs. As can be seen, the smart livery includes the TfL Streets logo on the cab door, and the web address is carried on the bodysides. This type of truck has not yet appeared in any of the conventional service vehicle fleets.

Comment by *StevieG* on 19/04/2010: Seen Th.or Fri. 15/16th Apr.'10 at 07.45, going SE on Great Eastern Street, EC1, at junc. with Curtain Road. Seen Mon. 19th Apr.'10 at 08.25 going NW on Great Eastern Street, EC1, at junc. with Curtain Road.





Photo 1999, by **John Godwin**, added to LTSV on 15/07/2007.

I have saved the best until last today. This fine picture taken at Crawley Bus Station in 1990 shows AEC Matador recovery truck RTP209J attending to an AN-class bus. This lorry was acquired second-hand by London Country in 1980 (at which point it was already about 9 years old) and given the number M3. Upon the split of LCBS in 1986 it became part of the LCSW (later London & Country) fleet and had its number changed to A3. There is an interesting story about the LCSW ANs and bus operations called Bee-Line, C-Line and Dee-Line, but that is for another time! I will just mention that Britbus have recently released a model of this type of bus in a very similar livery.



Photo 2000, by **Thomas Young**, added to LTSV on 29/07/2007.

I wanted something topical but a bit different for the 2000th picture to be added to this site, and I came up with this view of Stratford Bus Station taken on 28th July 2007. The topicality comes from the inclusion of two of the Honda Civic hybrid cars delivered just that week. These wear a maroon livery with normal LBSL markings, and some more prosaic photos of these will be added soon. As a bonus (!), this picture features me, 24 years older than last time (see photo 92)!

Comment by *Ray* on 30/07/2007: Tom - you've been keeping them a secret for over a month!

Comment by *Thomas Young* on 31/07/2007: Ah, thanks to Ray for spotting my error. Picture was taken on 28th July rather than June. Sorry.