



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 3e - Photographs 2001 to 2500

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) 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 They may therefore contain incorrect assumptions or superseded information.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 2001 to 2500, originally published between August 2007 and December 2008.

Thomas Young, Abbey Wood, March 2015



Photo 2001, by **Tube Troll**, added to LTSV on 05/08/2007.

Much interest was created by the arrival of the first of the new generation ERU trucks in July 2007. As this picture taken on the 28th shows, these vehicles resemble the rescue units operated by the London Fire Brigade, and they are based on the same Mercedes-Benz Atego chassis. Barely visible is the longer crew cab fitted to the two vehicles on the left (2592 and 2594).



Photo 2002, by **Colin Lloyd**, added to LTSV on 05/08/2007.

4715F was a Ford Transit allocated to the Lifts, Escalators and Pumps unit at Griffith House. It served for a creditable 6 and a half years and wore emergency-style chevrons and headboard lettering. Since disposal in 2003 it has been seen on several occasions in central London, with parts of its livery still intact. This view was taken as it rounded Marble Arch on 6th July 2007. Note that the white object above the roof is in fact a following van.



Photo 2003, by **Kim Rennie**, added to LTSV on 05/08/2007.

This picture taken at Northumberland Park depot on 20th July shows Ford Transit dropside 5763F operated by the Victoria Line Track Manager. Note the huge spanner stored behind the cab, and the mesh-floored Ratcliff tail-lift.



Photo 2004, by **Colin Lloyd**, added to LTSV on 05/08/2007.

5845F is one of several Ford Transit Connect vans used for internal mail runs around London, and it was caught passing Victoria on 6th June 2007.



Photo 2005, by **Kim Rennie**, added to LTSV on 05/08/2007.

Ford Transit 'Jumbo van' 5862F is operated by the Emergency Response Unit and carries a white and red livery without the usual blue skirt. On 5th July 2007, it was attending the incident at Mile End. This nearside view shows the lack of side windows.



Photo 2006, by **Kim Rennie**, added to LTSV on 05/08/2007.

Another view of ERU Ford Transit van 5862F at Mile End on 5th July 2007 accentuates the length of this 'jumbo' variant, and also shows the unusual fitting of an additional side window in the offside only.



Photo 2007, by **Kim Rennie**, added to LTSV on 05/08/2007.

An addition to the Victoria Line Track Manager's fleet in early 2007 was Ford Transit crew van 5960F, seen here at Northumberland Park depot on 20th July.



Photo 2008, by **Kim Rennie**, added to LTSV on 05/08/2007.

LR06VZY has been illustrated here before, and is a Vauxhall Vectra estate car used by the Emergency Response unit. However, when it was attending the Mile End incident on 5th July, Kim noticed that it had been fitted with a new 'low-profile' roof-mounted light bar. Compare this with a view taken in 2006.

Comment by *Kim Rennie* on 06/08/2007: And the bonnet has been re-lettered too. BTW seems odd how the new ERU vehicles, and the ECU, have the front reversed "Emergency" logo now in non-Johnston font.



Photo 2009, by **Colin Lloyd**, added to LTSV on 05/08/2007.

The Go-Ahead group keeps a modern fleet of support vehicles, including Ford Transit van EK55DWM seen in its home town of Sutton on 6th July 2007.

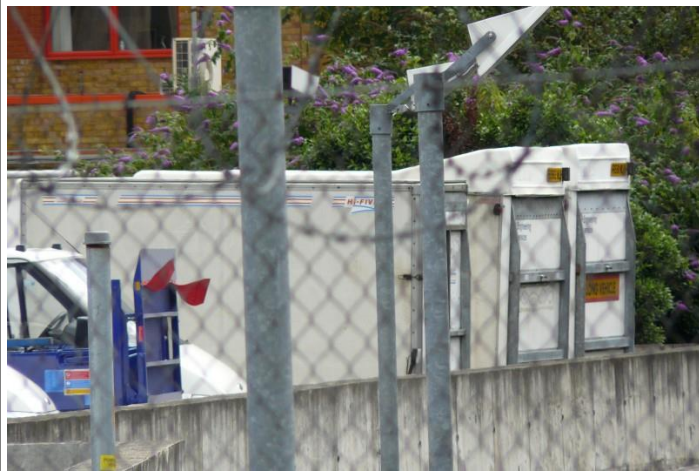


Photo 2010, by **Thomas Young**, added to LTSV on 05/08/2007.

This rather poor-quality shot is the best I could manage of the three small trailers kept at Lillie Bridge. Nearest the camera is Cobul Hi-Five CBT46, while beyond are Cobul 480Ds CBT57 and CBT58. These are regularly parked in this position and, as the registration plates show, are usually coupled to the three Mercedes-Benz Sprinter mobile generator vehicles. All six are used by the ventilation team of Tube Lines. 28th July 2007.

Comment by *Kim Rennie* on 07/08/2007: Note the old "Engineering services" fleetnames still displayed.



Photo 2011, by **Thomas Young**, added to LTSV on 05/08/2007.

Taken from West Cromwell Road, this view of vehicles parked at Lillie Bridge on 28th July 2007 shows plain white Ford Transit van BG06KHC next to dropside 5986F. The unliveried van has been in the Metronet BCV fleet since May 2006. Note also the Metronet-branded tarpaulin on the adjacent dropside truck.



Photo 2012, by **Thomas Young**, added to LTSV on 05/08/2007.

Two high-roof Ford Transit vans seen at Lillie Bridge on 28th July 2007 were 6230F (on the right) and BJ06YRV. The latter is a short-term lease hence does not carry livery or lettering.



Photo 2013, by **Thomas Young**, added to LTSV on 05/08/2007.

Although it may not look like it, this is a current service vehicle location. The road is Earls Court Gardens and the green wall hides a narrow, semi-covered parking area in which two or three estate cars are often parked. The Circle and District lines run in a cutting beyond, the low building to the left spanning the tracks. There are some interesting LT-era notices on the nearest gate.



Photo 2014, by **Thomas Young**, added to LTSV on 05/08/2007.

The central lorry fleet based at Acton has featured many short term hires over the past few years, these typically being specialist vehicles like dustcarts or grab-loaders. One of the latter was photographed in the yard on 28th July 2007 and is a Japanese-built Hino hired from Easirent. It was parked alongside similar grab-loader 2578M.

Comment by *Ray* on 10/01/2008: MX07EQU was still on hire at 09/01/2008 - noted Acton



Photo 2015, by **Thomas Young**, added to LTSV on 05/08/2007.

Taken from a District line train, this view of Acton yard on 28th July 2007 shows car-carrying trailer T61. Also visible are some of the new ERU Mercedes-Benz Atego rescue trucks, while the small box trailer to the right is believed to be T75.



Photo 2016, by **Thomas Young**, added to LTSV on 05/08/2007.

The south end of the lorry yard at Acton Works is usually used for smaller vehicles, and a very interesting selection was found on 28th July 2007. From the left, the vehicles include a Ford Transit crew van of contractor Fastline, Transit Connect 5839F, mini tanker trailer T70 and one of several new Transit Connects for the British Transport Police. The back row includes newly delivered ERU truck 2600, two box trailers, two normal vans, a Vauxhall Vivaro in TfL Safety Camera Partnership livery, and an Iveco Daily van liveried to promote the CrossRail project. The Vivaro is believed to be the former 5452V.

Photo 2017, by **Thomas Young**, added to LTSV on 05/08/2007.

The old and new order for bus stations is seen at Turnpike Lane on 28th July 2007. On the left is five-year old Ford Focus estate 5293F, based here since mid-2005. On the right is the type that looks set to replace these, a Honda Civic Hybrid saloon car. The livery on the latter is interesting, having the normal LBSL markings on a non-standard maroon base colour. It may be that Honda vehicles are not available from stock in a suitable red. Some of the new Hondas do not carry fleetnumbers, but this example was later seen carrying 6307H.

Photo 2018, by **Thomas Young**, added to LTSV on 05/08/2007.

Two more new Honda Civic Hybrid cars were found at Stratford Bus Station on 28th July 2007, and are seen here flanking a collection of vans. Note the smart wheel-trims. Also notable is the sight of both variants of VW Transporter van. 5678VW (RA54HXL, towards the left and 5669VW (RN54RXX, off frame to the right) are both of the high-roof type, while at the back is low-roof 6014VW from the infrastructure development fleet. In something of a turn-about, the only Ford service vehicle present at the time was white hired van YH05VDO, visible in photo 2000.

Photo 2019, by **Thomas Young**, added to LTSV on 05/08/2007.

VW Transporter van 5671VW has never been reported anywhere other than at Stratford Bus Station since delivery in 2005, yet it has also never been properly illustrated here. On 28th July 2007 it was parked near the central island rather than at the back, making it much easier to photograph.

Photo 2020, by **Ray Monk**, added to LTSV on 05/08/2007.

NCP Challenger took on several more LBSL routes in 2007, and also adopted the Park Royal operating centre earlier used by Metroline and others. Seen there on 2nd August was BT07BKD, one of several anonymous silver Ford Fiesta car used for crew ferry duties.



Photo 2021, by **Ray Monk**, added to LTSV on 05/08/2007.

New arrivals in July 2007 included at least two Ford Transit vans in this slight variation of standard livery. As well as lacking the blue skirt, they also have additional lettering below the Tube Lines logos. It would be nice to think that this marks the start of a return to departmental lettering. 6338F was parked at Wembley Park station on 2nd August.



Photo 2022, by **Ray Monk**, added to LTSV on 05/08/2007.

An unusual angle on new Honda Civic car LB07AAX parked at the LBSL offices at Wembley on 2nd August 2007. It seems odd that estate cars have not been specified this time, given the obvious flexibility these allow.



Photo 2023, by **Michael Mair**, added to LTSV on 05/08/2007.

Another view of Honda Civic LB07AAX at Wembley, this time on 29th July 2007. These smart-looking cars could be improved by the fitting of low-profile light-bars.



Photo 2024, by **Kevin Bullions**, added to LTSV on 05/08/2007.

A smart view of recently-delivered Mercedes-Benz Atego 2600 at Acton Works on 1st August 2007. To the left of the reversed EMERGENCY lettering on the front panel are the initials JDC, this being the bodywork supplier, John Dennis Conversions. The Tow-a-Van trailer alongside is thought to be T75 dating from 2005 but not previously seen or reported.



Photo 2025, by **Kevin Bullions**, added to LTSV on 05/08/2007.

The modern-looking Mercedes-Benz Atego rescue tenders delivered to the ERU fleet in summer 2007 have rather old-fashioned rear ends. The side shutters extend the full length of the bodywork, hence the rear access is only to the centre portion. They also look a bit square-cut. Note that the nearest vehicle does not have the additional reflective chevron panels seen on the other two. This picture was taken on 1st August 2007.



Photo 2026, by **Kevin Bullions**, added to LTSV on 05/08/2007.

It is not known how many of the Honda Civic hybrid saloon cars are on order for London Buses but they are likely to be replacing the existing Ford Focus estates (10 vehicles) plus perhaps the Zafiras (14). The first few entered service without fleetnumbers, the first noted with one being 6300H, seen in the staff car park at Acton Works on 1st August 2007.



Photo 2027, by **Scott Tillbrook**, added to LTSV on 05/08/2007.

Arriva the Shires 1143 is a high-roof Ford Transit van seen in Luton on 31st July 2007. The vertical blue band towards the rear can just be made out, this being the standard livery on Arriva engineering vans (as seen on Arriva Tour MV5 in photo 995). Arriva the Shires was formerly Luton and District, itself formed from part of United Counties. It entered the London Bus scene through its acquisition of London Country North West.



Photo 2028, by **Ray Monk**, added to LTSV on 05/08/2007.

Although it is not immediately apparent in this back-lit shot, Ford Focus 6261F is one of a couple of vehicles to carry a new variant of standard LUL livery. There have been many plain silver cars and vans over the past few years, but these are the first to have the addition of the blue skirt. The Metronet-operated car was caught as it left Acton Works on 30th July 2007.

Photo 2029, by **Ray Monk**, added to LTSV on 05/08/2007.

Ford Mondeo estate car 5440F is one of few LUL-liveried vehicles to actually be operated by LUL (most being with Tube Lines or Metronet). Allocated to the Bakerloo Line SCM, it can usually be found parked at Queens Park station, as here on 30th July 2007. Over 4 years old at the time, it is likely that a replacement is due soon.

Photo 2030, by **Ray Monk**, added to LTSV on 05/08/2007.

6215F is an example of the slightly restyled Ford Transit Connect van, seen outside Acton Works on 27th July 2007.

Photo 2031, by **Les Wrangle**, added to LTSV on 08/08/2007.

Les's model fleet includes lots of interesting buses, and here we see one of the RFs converted by LCBS into towing vehicles, posed with some other LCBS buses. Note the cut away rear.

Les writes: This was converted from an EFE RF. The model was dismantled, and completely stripped of paint using NITROMOORS paint stripper on the die cast only. I then cut out the rear lower body before respraying the model with Halfords grey ACRYLIC primer paint, the front and rear being painted with a suitable shade of yellow from the Humbrol paint range. Once the paint was I dry I applied the transfers (from LBRT) and protected them with a coat of Humbrol Clear Cote (GLOSS) over the whole model. Wheel hubs were painted grey using Humbrol light grey, when dry re-assemble the model using white metal plugs from LBRT.

Photo 2032, by **Les Wrangle**, added to LTSV on 08/08/2007.

Modern service vehicles feature in the model fleet built by Les Wrangle. Here's how he made this neat Ford Cargo box truck:

This was constructed from a Rietze model. I dismantled the whole model and using fine wet and dry paper, removed any unwanted markings from the cab and body. Using items from the plastistruct range, I constructed the tail lift from and attached it to the rear of the body using Revell liquid glue for plastics; the same was done for the side, a strip of plastic that was also stuck on the lower edge of the body. Again this was painted using Halfords grey primer acrylic spray paint. Number plates, fleet name, Nos are made by me via the computer, and the blue line was applied with a paint pen. A coat of Humbrol Gloss Coat was applied to the model, which also protects the transfers.

Photo 2033, by **Les Wrangle**, added to LTSV on 08/08/2007.

Photographing model service vehicles on a diorama with buildings and other vehicles really brings them to life. Les writes: This was constructed from a Base Toy model of the Thames Trader. These are one of the easiest conversions to do. As always I dismantle the model, including the cab seats and glazing. I cut out the V shape from the rear of the body; add a head structure and a signboard on the roof front of the cab. Spray paint with acrylic plastic primer and finish off with Ford Dove Grey. Reassemble the model leaving a small gap between the body and the cab, affix transfers and paint the wheel centres using a mix of Humbrol paints, and also the inside of the body, with a suitable shade of brown.

Photo 2034, by **Les Wrangle**, added to LTSV on 08/08/2007.

The Mercedes-Benz Vario box trucks used by the ERU are about to be replaced, but they will live on in the model fleet created by Les Wrangle. Here is how he created this replica: 2573M was converted from a Herpa Fire Tender. I dismantled the whole model and removed all unwanted markings. I then rebuilt the rear part of the body using the original as a base plastistruct. I also constructed a tail lift for the rear and fixed in place with liquid plastic cement. The dome on the top of the cab was also made from plastistruct and car body filler to obtain the correct profile. After spraying all the body parts with Halfords Acrylic Plastic Primer, I then sprayed them using Halfords Ford Diamond White. The red areas were brush painted where needed and I then applied the appropriate transfers, which have since been improved.

Photo 2035, by **Les Wrangle**, added to LTSV on 08/08/2007.

Some service vehicles can be modelled with little modifications, but as seen here, neat painting and transfer applications are key to producing a realistic model. Here's Les again:

1071Q is another Base Toys model. Once again the model was dismantled including the wheels and axles, as you can move the position of the front axle if need be. I made and fitted a headstock that was fitted to the body and a strip of plastistruct to raise the height of the tailboard. The model was repainted in the usual way, and transfers added when dry. Wing mirrors were added and the wheel centres painted to look like Red Oxide.

Photo 2036, by **Les Wrangle**, added to LTSV on 08/08/2007.

I feel rather cruel reproducing these photographers somewhat larger than the actual models, but this just serves to show the level of detail incorporated. Les writes: This started life as a Morris LD van made by Trackside models. Once again, dismantle the model by drilling the rivet in the base, taking care not to damage the base. Now comes the tricky bit. Cut the body in half, just behind the doors, using a razor saw. Next I cut out the base leaving the road springs in place along with the fuel tank. At this point I stuck a piece of plastic on top of the fuel tank to give it some depth with liquid plastic cement. I then cut a square of plasticard greater than the cab part of the body, and stuck the two together using Araldite, leaving about 1/8 inch proud on all four sides. When dry, I trimmed off the excess on the two sides and the top (roof), finishing off with a file. The bottom edge I trimmed until it allowed the cab to sit at right angles to the base, so that it sits neatly. The body is scratch built from plastistruct and brass wire for the handrails making a number of dry fits. Once I was satisfied the whole model fitted together well, I spray painted the cab and body in primer. The topcoat is BMC Tundra Green (which is the closest to Chiswick Green) supplied by Halfords. I then stuck the whole model together, cutting the glazing to fit into the new cab. The seats/steering wheel/dash, were also painted a shade of brown, picking out the steering wheel in black. When the whole unit is dry, add transfers and the model is complete.

Photo 2037, by **Les Wrangle**, added to LTSV on 08/08/2007.

Les writes: 1841Q (THX841M) AEC Mercury 10 Tonne Dropside Bolster Lorry was an EFE model. As with the 1071Q, the whole model was dismantled, and all the paint removed using Nitromors. I cut the body in half along with the chassis, which I made shorter by cutting a piece out. I stuck the body and chassis back together using Araldite together with a strip of plastistruct made to fit along the topside of the chassis. On the body I cut a piece of plasticard (plank effect), to fit into the base to hide the saw cut/join and to give it strength. A headstock was added at the same time. The chassis was spray painted in Halfords Semi-gloss Black and the body and cab in Ford Dove Grey. Mirrors and transfers were added and the wheel centres painted in Red Oxide. The inside of the body was painted a suitable shade of brown.

Photo 2038, by **Les Wrangle**, added to LTSV on 08/08/2007.

Tree loppers were a distinctive part of the LT service vehicle fleet, and Les produced this smart model of Thames Trader 1245F. This started life as a Pickfords Removal Lorry by EFE. When I first did this model it had a resin cab, but with the introduction of Base Toys, I used one of their cabs instead and redid the whole model. Dismantle the model, drilling the rivets, underneath the model. Using a razor saw cut off the roof of the body, then shorten the Luton part (over the cab), so that it is in line with the top of the windscreen. On the nearside of the body, I cut out the windows and a door aperture. I then placed a piece of the plastistruct on the inside so that it made a recess for the door to slide back into, I then scribed some lines into the plastic to make the sliding door effect. Now fit a false floor to the inside of the body, but only as far as the back of the side window, where there is an upright section to meet the floor at right angles. I then cut some more plastistruct to form the small platforms on the top nearside of the body. The rear of body has an upward sweep behind the rear wheel arch, which I cut with a razor saw. After cleaning up all edges with wet and dry paper, I primed the cab and body with grey plastic primer and then the Tundra Green. Transfers are MBC and the black and yellow chevrons on the rear were achieved by painting a yellow panel and black lines using a black paint pen. I then stuck the body using Araldite, the cab was a try and fit job using a piece of plastistruct between the chassis and cab floor. I completed the model by painting the wheel hubs with an appropriate colour of green Humbrol paint.

Comment by *Kim Rennie* on 12/08/2007: Something I've never had explained is why the real 1245F carried Chiswick Green livery whilst the preceding four were all in Ford Cargo Grey.

Photo 2039, by **Les Wrangle**, added to LTSV on 08/08/2007.

It's hard to believe that most of this model was built from scratch. Les says: 1040Q (TXV876) AEC Mercury 1000 Gal Gully Emptier, was constructed from Base Toys AEC Mercury Tanker Lorry. There were a lot of work needed to make the finished model, and I only had photographs on which to refer to, although this is how most of my models are made. All the fittings to the tank are made from various sizes of plastic rod and tube. A small platform was created behind the cab and the handrail was fitted to the rear of the cab. The slope on the tank was achieved by cutting down the tank supports in a taper so that the tank was lower at the rear. The square tank on the chassis side is just an oblong piece of plastic cut to size, and the new fuel tank was made from plastic tube with a small solid piece to form the filler neck/cap. Once everything was completed, it was spray painted with the Tundra Green. Transfers were added and the silver/chrome pieces were highlighted using a silver paint pen.

Comment by *Chris Batten* on 14/08/2007: Les Many congratulations on your super models. I have a couple of questions - is BMC 'Tundra' still available? - certainly I couldn't find any in my Halfords. Secondly can you provide either transfers or the artwork for the transfers you have used? I have done a few conversions including a cut down EFE STL to represent a Tower Wagon, a GS to represent 1311CD which I used LBRT transfers for - but the fleet number from this is gold when I think it was always white, and a conversion of GS47 to the St John Ambulance LT Corps Mobile Unit - I know this is not really a Service Vehicle. I can provide photos if anyone is interested? Chris Batten



Photo 2040, by **Les Wrangle**, added to LTSV on 08/08/2007.

Although the quality of recent model buses is very good, Les's service vehicles are a good match. What better to pose with a towing lorry than an AEC Swift?! Les writes: 1989F (TP) Ford D1110 6.5 Tonne Open Towing Lorry, was constructed using another one the Base Toys models using the Ford D Cab. Having dismantled the model, I set about making the body from the Base Toys shortened Flatbed body. I made the sides, head and tailboards using a double thickness of plant effect Plasticard. Using further pieces of Plasticard, I constructed the toolbox, which I fitted to the inside of the body. A length of 1/16 inch thick plastistruct solid rod was used to make the crane. A spare EFE lorry wheel was used for the spare wheel that was stuck to the inside of the body. I had to drill a new hole in the chassis to fix the shortened body. I made and fitted the signboard to the top of the cab using plastistruct. The whole model was spray painted in Ford Dove Grey and the usual detail added. The transfers were all created on my computer; this includes the name FORD that is situated at the front of the cab. When I reassembled the model, I fitted a small brass washer between the cab base and chassis so the cab was able to sit higher and therefore give the impression of a larger vehicle.

Comment by *Derek Robinson* on 31/08/2007: Sir,well done on such a fine model! You obviously have a great skill in "scratch building". Would you consider making me a tow -wagon similar to your own? I am a keen bus enthusiast/model collector, but do find the lack of "service vehicles" somewhat of a pain. As you say,they add a touch of realism to any "street scene",as depicted in your own model. I worked for LT/London United on the engineering/stores side for 23yrs. and drove many a "wagon" in my time. I'd love to add some "colour" to my' own collection. I hope you'll consider my' request and get back to me. Cheers! Derek.



Photo 2041, by **Les Wrangle**, added to LTSV on 08/08/2007.

This smart replica of 1995L is just crying out for a model of trailer YT28 to go with it! Les repainted the EFE base model and added transfers and wing mirrors.



Photo 2042, by **Les Wrangle**, added to LTSV on 08/08/2007.

Saving the best for last, this is a brilliant reproduction of the distinctive Thames Trader emergency tenders. Les says: Two Base Toys models were required to construct this model. I gave this long and careful consideration before attempting this conversion, as I had calculated that it was going to be difficult to construct the crew cab. I dismantled both models, one being a box lorry and the other being a Dropside body. Keep the Dropside body in the spares box as these will not be needed. I used a sheet of wet or dry paper (800 grit), placed on a flat surface and sprayed with some water. Take the box body and place it on the wet or dry and using a circular motion, remove all detail from the moulding until it is smooth on all sides. On the rear of the box, attach a thin piece of Plasticard with liquid plastic cement. Score a line down the middle from top to bottom, so that it appears like a pair of doors. Make the hinges and door latch from small offcuts of plastic. I have over the years acquired a bag of odd bits & piece, which I have found extremely useful on occasion. Now for the cabs. I cut the back off one and the front off the other using a razor saw, being careful to leave the doors intact on both cabs. It was by trial and error that I was able to fit the two halves back together by using a file and wet or dry paper (the same as on the body). Once I was satisfied it look OK, I stuck them together using liquid plastic cement. I then attached some small pieces of Plasticard on the inside of the rear part of the cab and on the wheel arches. I then made good all the gaps, roof and wheel arches using car body filler, which was rubbed down to a smooth finish when dry. The chassis had to be cut and then rejoined using Araldite, the length being determined by the new cab. I also made the sign for the cab roof. Once all the components where completed, the

whole model was spray painted using Ford Radiant Red, add the transfers and hand rails using brass wire. The wheel centres was painted in the usual way, however, the indicators on the front of a Thames Trader are circular and a prominent feature fitted to the front wings. I made these using a solid plastic rod cut into slithers and superglue. I was very pleased with the result and although not an accurate model, I think that overall the model is a fair representation of the real thing.

Comment by *Chris Batten* on 14/08/2007: Nice conversion and one that tempts me to tryit.

Photo 2043, by **Colin Lloyd**, added to LTSV on 03/09/2007.

Ford Transit dropside truck 5123F spent about 5 years working for LUL and then Metronet, usually from Lillie Bridge. Returned off lease around the end of 2006, it has since been noted several times with a subsequent user, still in standard white and blue livery. On 24th August 2007 it was caught as it passed through Victoria.



Photo 2044, by **Kim Rennie**, added to LTSV on 03/09/2007.

With most of its doors open, and a large dent in the rear offside, this is a nice picture of a working SV! Ford Ranger pick-up 5757F has been used by Tube Lines since 2005 and it was found in the temporary work yard opposite Colindale Station on 29th August 2007.



Photo 2045, by **Colin Lloyd**, added to LTSV on 03/09/2007.

5779F is a relatively rare, long and high Transit Connect, usually based at Edgware Road/Griffith House. On 18th August 2007 it was seen at nearby Marble Arch. Note the roof-rack, also unusual on this type.



Photo 2046, by **Dave Burrin**, added to LTSV on 03/09/2007.

The VW Transporter vans acquired for Metronet in spring 2007 have proved to be rather camera shy so far. Only the second to be captured was 6182VW and the bus in the background is a clue that the location is not what you might expect. It was actually photographed in Margate on 30th August 2007. The batch seem to be active in London mostly at night so maybe they are parked at their drivers homes at other times.

Photo 2047, by **Colin Lloyd**, added to LTSV on 03/09/2007.

Making the turn from Buckingham Palace Road into Grosvenor Gardens on 24th August 2007, this is the second Ford Transit van reported carrying lettering for the Transport for London Uniform Service (the first being 5816F). 6190F has the same long-wheelbase, mid-height format but is based on the new 100 T350 chassis.

Photo 2048, by **Thomas Young**, added to LTSV on 03/09/2007.

Metroline have contracted out much of their infrastructure maintenance work to a firm called Tara Support Services. It is not clear how 'dedicated' the vehicles are, since they carry no bus-related lettering, so they will not be added to the database for now. However, to illustrate the livery, here is their Vauxhall Vivaro van EY06HTL, one of two found at the new Metroline CELF (Central Engineering & Logistics Facility) at Perivale West. Parked alongside is early low-floor Dart DLF41 (P41MLE).

Photo 2049, by **Thomas Young**, added to LTSV on 03/09/2007.

Visitors to the Holloway Garage open day on 1st September 2007 will have seen several vehicles belonging to Tara Support Services, including their RML2679. This picture shows Renault Kangoo van EY06MKN plus one of several small trailers. Note the markings on the floor that indicate the parking spots for different coloured crew ferry vans. That would never work at Arriva (white, white, white, white!)

Photo 2050, by **Thomas Young**, added to LTSV on 03/09/2007.

A previously unreported SV encountered on 1st September 2007 was this Ford Transit van of Transdev. Although a short wheelbase, low roof example, it was badged as a T300, and it was attending to a sick DPS on the 283, suggesting that it was allocated to Stamford Brook. The location was Brunel Road, East Acton.

Photo 2051, by **Ray Monk**, added to LTSV on 03/09/2007.

As predicted, Travel London have embarked on a renumbering exercise for their support fleet, although this is not progressing as rapidly as the bus fleet was dealt with. Ford Transit van S330APH still bears obvious signs of its TGM heritage, and still had the fleetnumber 17 on the back, as well as the new 8903 on the sides. It was caught leaving Fulwell/Twickenham garage on 31st August 2007.

Photo 2052, by **Ray Monk**, added to LTSV on 03/09/2007.

Most of the Vauxhall Combo vans used as crew ferries by Arriva London North have large fleetnumbers on their bonnets and rears. However, those with Arriva London South did not, until recently. Since May 2007, Croydon garage has worked route T31, requiring ferry runs to Addington interchange. Two standard Combo vans are used, numbered 88 and 89. It has been noted that earlier Combo vans based at Beddington Farm have paper fleetnumbers (stuck in the windows) of 91 and 92. 88 was found at Addington on 13th August 2007, with an older version of the Combo design parked behind (not an SV).

Comment by *Thomas Young* on 04/11/2007: The rather rusty Combo in the background (N869EVW) has been noted parked in West Croydon bus station as well.

Photo 2053, by **Ray Monk**, added to LTSV on 03/09/2007.

In an interesting (but welcome) development, it would appear that most of the recently delivered Honda Civic cars are belatedly having fleetnumbers applied. Ray found three at Eltham on 10th August 2007, and all were numbered. This view shows 6310H, with 6309H behind.



Photo 2054, by **Kim Rennie**, added to LTSV on 03/09/2007.

Another view of the Carlisle Lane depot used by Transport for London, taken (with permission) on 6th August 2007. Resident at the time were second-hand Ford Transit 5728F (transferred from Metronet and hence in LUL white/blue livery), and Connect 5774F in as-delivered silver livery. Note how clean and tidy the floor is kept.

Comment by *Kim Rennie* on 16/09/2007: This depot is used by the TFL Transport Policing & Enforcement Unit



Photo 2055, by **Ray Monk**, added to LTSV on 03/09/2007.

Ford Focus Estate VN56YMD was presumably one of the many vehicles taken into stock that carried neither lettering nor livery. In LT days they were called pool cars. However, by 9th August 2007 (when it was photographed on Bollo Lane), it had acquired Metronet labels, thus qualifying itself as an SV. Let's hope they don't take them off again....



Photo 2056, by **Ray Monk**, added to LTSV on 03/09/2007.

Vauxhall Vivaro van FH54LSL was delivered to the First London garage at Alperton in February 2005 but somehow managed to avoid being photographed or even seen until now. It finally 'came out' on 9th August 2007 and was caught by Ray as it basked in the sun on Haven Green, Ealing Broadway. Plenty of roof lights!



Photo 2057, by **Thomas Young**, added to LTSV on 03/09/2007.

A comparison of Ford Transits at Finchley Central Station on 11th August 2007. As can be seen, the new model Transit has a revised headlamp and bonnet design, and a different shape to the side window surround. Other than that, the changes are all minimal or internal.



Photo 2058, by **London Spotter**, added to LTSV on 03/09/2007.

As mentioned earlier (see photo 1707), Vauxhall Astra van 6024V has a variant to the normal Metronet lettering seen on SVs. However, given recent events it is unlikely that we will see many more! On 12th August 2007 it was parked in suburban Gidea Park.



Photo 2059, by **Kim Rennie**, added to LTSV on 03/09/2007.

This picture may be slightly fuzzy but WOW! What a collection! This cabinet, belonging to SV-expert Kim Rennie, includes most of the more interesting types in the fleet over the years. Close-ups of some of the models follow.

Comment by *Les* on 23/12/2007: Brilliant collection of service vehicle models, most of which appear to be white metal kits with some commercially produced models that have been rebuilt/repainted. I am keen to make contact and discuss aspects of the modelling and service vehicles as you are probably aware I also have some models that appear in the August 2007 picture site



Photo 2060, by **Kim Rennie**, added to LTSV on 03/09/2007.

Three AEC Mercurys from Kim Rennie's model collection are seen here, including a gully emptier, pole carrier and open lorry. The photograph barely does the models justice, but note the crew in the lorry on the right.



Photo 2061, by **Kim Rennie**, added to LTSV on 03/09/2007.

More Chiswick Green lorries from Kim Rennie's fantastic model SV collection. The forward control trucks are both Albion KN127s, full-tilt lorry 125A on the left, and dropside lorry 368A to the centre. The other pair are bonneted Bedfords, catering van 695B to the left and an open lorry to the right.



Photo 2062, by **Kim Rennie**, added to LTSV on 03/09/2007.

Articulated lorries from the 1950s, 1940s and 1970s as represented by Kim Rennie's model collection. From the left these are Leyland Beaver 1010L, AEC Matador 603P and Leyland Lynx 1995L with trailer YT29. The varied loads add to the realism.



Photo 2063, by **Kim Rennie**, added to LTSV on 03/09/2007.

More models from Kim Rennie's collection, bringing us into the grey era. From the left these are Ford D700 flatbed truck 1722F, a Ford Cargo dropside, a Ford D towing lorry, and an Austin LD van. The leftmost model is interesting as it shows the very rare use of flatbed lorries by LT. As can be seen, most examples were dedicated driver trainers. It also has the short-lived livery of grey with green cab roof.



Photo 2064, by **Kim Rennie**, added to LTSV on 02/10/2007.

Double bonus points to Kim Rennie for sending in the first pics of a '57 reg SV, and the first pics of the new ERU trucks in service. This is Mercedes-Benz Atego 2596 outside Broadway on 22nd September 2007.



Photo 2065, by **Kim Rennie**, added to LTSV on 02/10/2007.

The first of the new generation of Emergency Response Unit vehicles entered service in mid September and they are very impressive looking... except perhaps from the rear! 2596 was seen at Broadway on 22nd September 2007.



Photo 2066, by **Kim Rennie**, added to LTSV on 02/10/2007.

The batch of 10 Mercedes-Benz Atego rescue trucks delivered in 2007 included two variants. 2599, seen at Broadway on a job from its base at Camden, is one of 5 to have a shorter crew cab. Note also the legal lettering on the offside panels.



Photo 2067, by **Kim Rennie**, added to LTSV on 02/10/2007.

Two of the newly commissioned Atego rescue trucks meet outside St James Park station on 22nd September 2007.



Photo 2068, by **Thomas Young**, added to LTSV on 02/10/2007.

This view of newly delivered Mercedes-Benz Atego rescue tenders 2600 (nearest) and 2592 at Vauxhall on 24th September 2007 clearly shows the two different cab types fitted. Each base will have one of each variant.

Photo 2069, by **Ray Monk**, added to LTSV on 02/10/2007.

Although the main London Buses service vehicle fleet has diversified with Volkswagens, Vauxhalls and Mercedes-Benz vans, the Passenger Data fleet is wholly made up of Ford products. One of a pair of Transit minibuses delivered in March 2007 is 6067F, seen here on Buckingham Palace Road on 27th September. Note the repetition of part of the fleet number on the bumper. Similar 6063F also has the feature (see photo 1975).

Photo 2070, by **Ray Monk**, added to LTSV on 02/10/2007.

As well as the new ERU trucks, summer 2007 also saw the arrival of the first Honda Civic hybrid cars for London Buses. These stand out due to their sleek design and maroon livery. Three were found parked at the back of Sycamore House (Thornton Heath) on 28th September 2007, with 6299H nearest the camera.

Photo 2071, by **Scott Tillbrook**, added to LTSV on 02/10/2007.

Honda Civic 6305H works for London Buses and is one of at least 14 of these hybrid drive cars leased in summer 2007. It was seen at Victoria Bus Station in late September.

Photo 2072, by **Kim Rennie**, added to LTSV on 08/10/2007.

When new, Bi-Fuel Ford Transit van 5543F carried Tube Lines logos (as seen in 2004, photo 817). By the time this picture was taken (on 8th September 2007) it had lost these and was being used from the TfL uniform store at North Acton. The partial lettering on the nearside actually reads 'Transport f ondon London Under'!

Photo 2073, by **Thomas Young**, added to LTSV on 08/10/2007.

Twelve of these high-roof VW Transporter vans were leased for London Buses in early 2005. Eleven were numbered in the range 5668-5678VW and the last became 5781VW although this number is not carried. Based mainly in South London, 5781VW carried infrastructure development logos on its doors for a time. On 25th September 2007 it was found parked on Grove Road, near to the LBSL offices at Sycamore House, Thornton Heath.

Photo 2074, by **Thomas Young**, added to LTSV on 08/10/2007.

5806M is one of the twenty Mercedes-Benz Sprinter vans delivered in late 2005, and is one of three normally based at Uxbridge Bus Station, where this picture was taken on 25th September 2007. The notice in the windscreen reads 'NETWORK OPERATIONS, OFFICIAL ON DUTY'.

Photo 2075, by **Colin Smith**, added to LTSV on 08/10/2007.

Under cloudy skies, silver-painted vans can look more like white or grey. 5821F is a long-wheelbase Ford Transit van used by Metronet's Depot Engineering Support Unit (DESU), and was found at Ealing Common depot on 12th September 2007. It was parked behind similar 5820F but a photo of the latter in the exact same location (note the bogie frames in the background) was published earlier this year (see photo 1817).

Photo 2076, by **Thomas Young**, added to LTSV on 08/10/2007.

As the light faded on 25th September 2007 a visit was paid to the ERU depot at Tottenham Hale in the hope of finding more of the new Atego rescue tenders. What we did find was Vario box truck 2575M, expected to leave the fleet shortly, plus Tube Lines Transit Connect 5873F.

Photo 2077, by **Thomas Young**, added to LTSV on 08/10/2007.

This is not a great picture, but then it is a Renault Kangoo, a type renowned for being camera shy! 6020R was originally allocated to the Bakerloo line element of Metronet BCV but had presumably moved on to the Victoria line, as it has been reported several times at Seven Sisters. This picture was taken at the rear of the offices on Tottenham High Road (near Earlsmead Road). This is the location referred to here as Seven Sisters Station, although there are further offices and parking spaces on Westerfield Road by the overground station.

Photo 2078, by **Ray Monk**, added to LTSV on 08/10/2007.

Metronet van 6046T is most notable not for its relatively rare livery, nor its very rare type (Toyota Hiace), but for its completely wrong fleetnumber of 4567F! Originally based at Acton Works, it appears to have transferred to Griffith House in mid 2007 and was seen in the yard there on 18th August, parked alongside unmarked Transit Connect 6168F.

Photo 2079, by **Colin Lloyd**, added to LTSV on 08/10/2007.

Seven low-roof VW Transporter vans arrived in 2006 for use by the Infrastructure Development arm of London Buses. 6073VW is usually to be found at Wells Terrace Bus Station, Finsbury Park but was caught passing Grosvenor Gardens, Victoria on 24th August 2007, presumably on its way to LBSL HQ.

Photo 2080, by **Ray Monk**, added to LTSV on 08/10/2007.

A bit of a puzzle this one! TfL Streets operates over 20 Toyota Prius hybrid cars, most of which carry the white and orange livery seen here. However, official information listed this particular vehicle as being allocated the fleetnumber 6088T. It seemed odd that just one of these cars should be numbered but we are none the wiser yet. Ray found RE56YRC parked at Tescos on the Old Kent Road on 4th September, and confirmed that no fleetnumber is carried.



Photo 2081, by **Colin Lloyd**, added to LTSV on 08/10/2007.

The long-wheelbase, mid-height Ford Transit van was almost a standard in the LUL fleet a few years ago, but has been supplanted more recently by crew van versions. A few are still taken though, including 6220F seen here at Buckingham Gate, Victoria on 7th September 2007. Note that the Ford oval has been lost.



Photo 2082, by **Scott Tillbrook**, added to LTSV on 08/10/2007.

Honda Civic car 6302H is usually based at Stratford Bus Station, where it was photographed on 12th September 2007. Note the 'local' prefixed bus routes in the background. D8 serves Docklands, while S2 is named after Stratford. Interestingly S1, S3 and S4 are Sutton-based. Ho hum.



Photo 2083, by **Damon Cross**, added to LTSV on 08/10/2007.

New Honda Civic hybrid-electric car 6305H was caught on Park Lane on 26th August 2007. All of these cars have light bars and rear chevrons.



Photo 2084, by **Ray Monk**, added to LTSV on 08/10/2007.

They're not red, they're maroon, although they're also green! London Buses' new Honda Civic hybrid saloon cars are environmentally friendly, and very sleek. This is 6309H at Eltham on 12th August 2007. Pictures like these are very useful for making vehicle icon graphics! Thanks Ray.

Photo 2085, by **London Spotter**, added to LTSV on 08/10/2007.

Given that London Buses has made use of a number of hired vans over the past few years (despite large numbers of deliveries), I am going to assume that their use is intentional rather than temporary, perhaps to provide more operational flexibility. Typical of the recent examples is short-wheelbase Ford Transit BJ56XVE seen at Aldgate Bus Station on 21st September 2007. Note the magnetic London Buses signage, and the removable mini light-bar.

Photo 2086, by **Thomas Young**, added to LTSV on 08/10/2007.

On most of my recent visits to Sycamore House at Thornton Heath, the interesting vehicles have been parked round the back, leaving the front yard to hired vans and staff cars, and this was pretty much the case on 25th September 2007. However, boring though hired Ford Transits may be, this view usefully shows the three height variations available, and the three most common lettering varieties (plain, Dagenham Motors and Ford Rental). Interestingly, Dagenham Motors GL06YDM in the centre was seen again later the same day at Acton Town station.

Photo 2087, by **Thomas Young**, added to LTSV on 08/10/2007.

This is London Buses VW Golf estate GJ54ECV, normally based at the Tramlink depot at Therapia Lane. On 25th September 2007 it was parked on Grove Road at the end of Sycamore Way, the latter being the footpath alongside Sycamore House, linking Grove Road to London Road.

Photo 2088, by **Colin Lloyd**, added to LTSV on 08/10/2007.

Arriva Tour MV2 is a Vauxhall Brava that was new to the AA. It is now used in a similar role but attending to broken down buses, and is thought to be based at the engineering depot at Rainham. It was seen at Grosvenor Gardens, Victoria on 24th August 2007.



Photo 2089, by **Ray Monk**, added to LTSV on 08/10/2007.

Still going strong as an engineering support vehicle in the East Thames Buses fleet, LDV Convoy van S356RDP was visiting Eltham Bus Station when photographed on 26th September 2007.



Photo 2090, by **Scott Tillbrook**, added to LTSV on 08/10/2007.

Although bought new in 2004, Metroline high-roof Ford Transit van HJ54WCF has proved to be very elusive. Scott found it at Brent Cross bus station in September 2007. The rabbit on the radiator is well stuffed!



Photo 2091, by **Ray Monk**, added to LTSV on 08/10/2007.

Metrobus bought 8 Mercedes-Benz Vito minibuses for use as crew ferry vehicles in late 2006, and all are based at their Croydon garage where 8022 was photographed on 28th September 2007.



Photo 2092, by **Ray Monk**, added to LTSV on 08/10/2007.

Metrobus 8024 and partially hidden 8023 are both Mercedes-Benz Vito minibuses, acquired in late 2006. They were photographed at Croydon garage on 28th September 2007.

Photo 2093, by **Ray Monk**, added to LTSV on 08/10/2007.

A reshuffle of the Metroline crew ferry fleet in 2007 saw the VW Transporter minibuses based at Kings Cross garage being replaced by three Vauxhall Zafira cars. These are either silver or black and, like the VWs, carry no lettering. The location, and the presence of HV vests, give clues as to their usage. KS07UGR was photographed on Wharf Road (near KX) on 10th September 2007.

Photo 2094, by **Ray Monk**, added to LTSV on 08/10/2007.

Travel London operates a very varied fleet of service vehicles, due in part to the fact that various operators were taken over. The newest vehicle at present (late 2007) is Vauxhall Vivaro van VK07CHN, seen at its home base of Battersea.

Photo 2095, by **Damon Cross**, added to LTSV on 21/10/2007.

Very few bus companies operate former buses as ancillary vehicles these days, one exception being illustrated here. M151 was converted by Metroline into a mobile classroom in about 2002, and it was repainted in the reverse of the normal fleet livery. It was later re-registered from BYX151V to 33LUG, the latter mark having been acquired with the takeover of the R&I coach company. It was seen visiting the Holloway Garage open day on 1st September 2007.

Photo 2096, by **Colin Lloyd**, added to LTSV on 21/10/2007.

This vehicle may be seen at tube stations during incidents, its purpose being to allow use of police radios underground. Note the large extending aerial on the roof, covered by a bag when lowered. Several of these vehicles were provided as part of the Airwave contract (hence the select registration), although they will be made redundant once the integration of this service with LUL's own radio system is completed. These are the only private vehicles allowed to carry blue lights, even though they are only used when being escorted by the police to an incident. Seen at Victoria Street on 7th September 2007.



Photo 2097, by **Thomas Young**, added to LTSV on 21/10/2007.

High-roof VW Transporter van 5676VW is often to be found at Olympic Way, Wembley, as on 1st September 2007.



Photo 2098, by **Thomas Young**, added to LTSV on 21/10/2007.

Easy to see, hard to photo No.1

This is the first of three pictures of Ford Transit vans that are relatively easy to see but darned hard to photograph! The vans at Neasden depot can often be seen from passing trains, and also in the distance from Great Central Way. I took my new zoom lens there on 1st September 2007 and captured this view (shame about the fence and the bushes!) Nearest is Metronet crew van 5819F, while similar but unmarked 6325F is behind.



Photo 2099, by **Thomas Young**, added to LTSV on 21/10/2007.

Easy to see, hard to photo No.2

Ford Transit 5916F is unique in several ways. Firstly it carries an unlettered silver livery, second it is an unusual short-wheelbase mid-height variant, and thirdly it is the only service vehicle normally parked between Frank Pick House and the railway lines at Acton Town. This is the best view I have managed of it so far, taken on 25th September 2007.



Photo 2100, by **Thomas Young**, added to LTSV on 21/10/2007.

Easy to see, hard to photo No.3

Between Bollo House and Frank Pick House are a couple of small yards in which service vehicles can be seen from passing trains. This is the largest and it contained a couple of Transit dropsides and anonymous van 6252F on 25th September 2007.

Photo 2101, by **Thomas Young**, added to LTSV on 21/10/2007.

Ford Focus estate 5760F is used by Tube Lines for the Jubilee line, and was found at Stratford East on 26th September 2007. This is a patch of open ground between the railway line and Great Eastern Road, just east of Stratford Station, and it may have been used due to the building work taking place at the Jubilee line station. In the background is Ford Transit van 6340F.

Photo 2102, by **Kim Rennie**, added to LTSV on 21/10/2007.

Ford Transit van 6190F was allocated to the TfL Uniform Service, and was seen at their North Acton base on 7th September 2007. Not quite as distinctive as a high-sided Ford D-series.....

Photo 2103, by **Ray Monk**, added to LTSV on 21/10/2007.

In use as an internal mail van, Ford Transit Connect 6216F was found on Elizabeth Street, Victoria on 19th October 2007. The registrations of this batch caused some confusion at first as it seemed unlikely that KD07DXB and KH07DXD were both correct. Photographic evidence proves that they are. The coach behind is pulling out of the coach station arrival shed.

Photo 2104, by **Thomas Young**, added to LTSV on 21/10/2007.

One of at least four all white Ford Transit crew vans that carry lettering for the Jubilee Line Signal Department, 6340F was found at Stratford East on 26th September 2007. This batch seem to all have the same roof-mounted kit, including a tube and what looks like a ladder or working platform. The lettering on the end of the tube reads Fleetshield Services.



Photo 2105, by **Damon Cross**, added to LTSV on 21/10/2007.

Seen being taken for some exercise in Loughton on 9th September 2007, 832J is a preserved AEC Regent Auxiliary breakdown tender. 75 years old next year, it spent 17 years as bus STL162, 28 years as an active service vehicle, and the last 29 years in preservation.



Photo 2106, by **Thomas Young**, added to LTSV on 21/10/2007.

Ford Focus 5297F spent most of its life at Eltham but moved to Sycamore House (where it was seen on 25th September 2007) for what should be its last few months. Interestingly it was parked just around the corner from new Honda Civic cars 6299H and 6304H. There can't be many times when leased vehicles numbered over 1000 apart have been in service at the same time.



Photo 2107, by **Damon Cross**, added to LTSV on 21/10/2007.

Despite a few unpleasant days, the autumn of 2007 was fairly mild. The 9th of September was a sunny day and Damon found these two LBSL vehicles basking at Walthamstow Bus Station. Vauxhall Zafira 5565V has always worked in the north east of London, and had been seen in Stratford earlier in the day, while VW LT35 minibus 5615VW has been based at Walthamstow apart from a stint at Aldgate in 2006.



Photo 2108, by **Scott Tillbrook**, added to LTSV on 21/10/2007.

Ford Transit van 5584F moved from south to north London during 2006, and it was found at Brent Cross Bus Station in September 2007.



Photo 2109, by **Thomas Young**, added to LTSV on 21/10/2007.

Allocated to west London (and also seen recently at Kingston), new Honda Civic hybrid car 6306H was parked at Olympic Way, Wembley on 25th September 2007.



Photo 2110, by **Ray Monk**, added to LTSV on 21/10/2007.

When we received some official fleet information in spring 2007, it was interesting note that there were some vehicles allocated to London Buses that had never been reported. One of these was Ford Transit Connect 5893F allocated to the Technical Services Group. Eventually this did turn up at their base in Chingford, and Ray was on hand to capture this view on 16th October 2007. Like similar 5691F (see photo 1699), it carries a white fleetnumber on an otherwise anonymous red livery.



Photo 2111, by **Ray Monk**, added to LTSV on 21/10/2007.

A new arrival at the Chingford offices of London Buses Technical Services Group in autumn 2007 was Ford Focus estate HV57JBX. As can be seen, this carried full LBSL livery, including the chevron rear, but no fleetnumbers. It was photographed on 11th October 2007.



Photo 2112, by **Ray Monk**, added to LTSV on 21/10/2007.

The latest addition to the CF-series of crew ferry cars used by Arriva Southern Counties is CF10 (EJ52UHE), a silver Vauxhall Astra car based at Dartford, and seen at Eltham Bus Station on 26th September 2007 in the company of Metrobus 9001.



Photo 2113, by **London Spotter**, added to LTSV on 21/10/2007.

Alperton-based Vauxhall Vivaro van FH54LSL was caught passing Wembley Central on 4th October 2007. This van differs from similar vehicles with First London (such as KD03XPL) in having a single-piece rear door with window.



Photo 2114, by **Ray Monk**, added to LTSV on 21/10/2007.

Today's last picture is a bit of a mystery. Ford Escort estate N591DSN was operated by Stagecoach East London from Stratford depot as their 90543. It was last seen in this role in late 2006 but then turned up at Arriva London's Edmonton depot on 8th October 2007 as shown. It has lost its Stagecoach logo but gained some LBSL roundels, a roof-mounted light-bar, and some extra aerials. Most interestingly, it was carrying the fleetnumber L1664 on the offside at least. Any further information (or sightings) would be welcomed.



Photo 2115, by **Ray Monk**, added to LTSV on 24/11/2007.

When Ray paid a visit to the ERU base at Vauxhall on 22nd October 2007 he found no less than three of the new Mercedes-Benz Atego rescue tenders present, along with the Vauxhall Vectra estate. None of the trio had been illustrated here before, and their presence suggests that the allocations had not yet been finalised. First up is long cabbid 2593.



Photo 2116, by **Ray Monk**, added to LTSV on 24/11/2007.

2595, seen at Vauxhall ERU on 22nd October 2007, is a short-cabbid example of the Mercedes-Benz Atego rescue tenders that had been recently delivered. It was parked next to similar 2601.



Photo 2117, by **Ray Monk**, added to LTSV on 24/11/2007.

Numerically the last of the Mercedes-Benz rescue tenders bought for the Emergency Response Unit in 2007 is 2601, seen here at Vauxhall on 22nd October that year. Reports of sightings of these vehicles would be welcomed, so that the finalised allocations can be worked out.



Photo 2118, by **Ray Monk**, added to LTSV on 24/11/2007.

Another new type of vehicle to join the leased fleet during 2007 was the Ford S-Max car, represented by 6221F seen here at Vandon Street, Westminster, on 13th November. The car is allocated to the LUL Duty Officer and is usually kept in the garage here, otherwise used mainly by the British Transport Police. Note the addition of LUL roundels on the rear chevrons. The S-Max is a larger cousin to the C-Max (see 6227F, photo 1904)



Photo 2119, by **Ray Monk**, added to LTSV on 24/11/2007.

An addition to the LBSL Technical Services Group fleet during 2007 was Ford Transit van 6321F, seen at their Chingford offices on 27th October 2007. This van is unique in carrying normal LBSL markings on a silver base livery, and it has the roof fittings found on other members of the fleet (such as Movano 6026V alongside). All three liveried vans (Transit 6271F being the third) have recently acquired large coloured discs on their doors, presumably as some sort of identification. Note also the sign on the chevroned rear, reflected in the windows, which warns that the vehicle stops frequently.



Photo 2120, by **Ray Monk**, added to LTSV on 24/11/2007.

Ray recaptures the 'highest numbered SV pic' crown with this view of Vauxhall Combo van 6373V taken on 13th November 2007, before it was even delivered! The location is the Vauxhall dealership on Edgware Road, which has processed a fair number of Combo and Astra SVs in recent months. I have included this picture as it shows that the fleetnumber is applied before the blue skirt, presuming that this vehicle will carry standard livery. Similar 6387V was parked nearby in full livery (minus logos). When I visited earlier in November, all white Combos LN57UHO, UJE, UMG, UMW and UPG were present along with a couple of Astra vans, some or all of which may eventually become SVs.

Comment by **Ray** on 25/11/2007: A good way to check is the number plate which should show 'Bank of Scotland'

Comment by **Thomas Young** on 28/03/2008: As noted in the database and forum, 6373V is now reg LT08NXE, although whether it is the actual same vehicle as shown here is unknown. According to DVLA, LN57UMB never got licensed as such.



Photo 2121, by **Damon Cross**, added to LTSV on 24/11/2007.

Pictures of Transdev's crew ferry vans at Hatton Cross are quite common on this site, so here for a change is a whole gaggle of them at the other end of their 'route', Hounslow Heath garage. All are Ford Fiesta vans that are thought to have been acquired from BT, and most carry fleetnumbers in their windscreens. One of the high-roof Transit vans (thought to be S169TOC) is also visible in the background. 2nd November 2007.



Photo 2122, by **Damon Cross**, added to LTSV on 24/11/2007.

It looks like these two vehicles should be marked as withdrawn! Photographed at the Hayes depot of Travel London on 2nd November 2007, these two Ford Fiesta vans are R679COJ (nearest) and V845JAR. The former was last reported with Wings (taken over by TGM in 2004 and thence to Travel London in 2005), while V845JAR was active (and photographed) as recently as June 2007.

Comment by Ray on 25/11/2007: These had gone by 20th November 2007.



Photo 2123, by **Malcolm Millichip**, added to LTSV on 24/11/2007.

Thumbs up from Challenger! Seen at Manor Road, Richmond, on 29th October 2007, this van is used as a crew ferry vehicle by NCP Challenger when their Vito minibus (RO52UVV) is unavailable. It is a Nissan Vanette, a type not previously seen as an SV.



Photo 2124, by **Ray Monk**, added to LTSV on 24/11/2007.

Metroline acquired a batch of Vauxhall Zafira crew ferry cars in autumn 2007, although their anonymous and varied liveries make identification tricky. Several were based at Perivale East garage from where they run to locations such as Paddington (for route 205). Leaving home on 26th October 2007 is black KV57YGY. This depot is barely visible from the road, the parking area being beyond the large Vanguard building.



Photo 2125, by **Ray Monk**, added to LTSV on 02/12/2007.

Caught as it was leaving Enfield Garage on 27th October 2007, BV02DDN is one of very few Ford Transit vans used by the Arriva London fleet. It carries a very similar livery to earlier Transit L649MBM (see photo 1014), also based at Enfield and which it probably replaced.



Photo 2126, by **Malcolm Millichip**, added to LTSV on 02/12/2007.

Here is a better picture of NCP Challenger's Mercedes-Benz Vito minibus R052UVV, used for crew ferry turns and caught on film at Richmond on 17th October 2007.



Photo 2127, by **Ray Monk**, added to LTSV on 02/12/2007.

We are not certain that this anonymous van is actually a service vehicle but there are a couple of clues. Firstly it has been seen at the First headquarters at Paddington (as here on 13th November 2007) a couple of times. Secondly, it is of a similar type and registration series to other vehicles in the First fleet.



Photo 2128, by **Ray Monk**, added to LTSV on 02/12/2007.

Another anonymous service vehicle at Paddington station on 13th November 2007 is silver Vauxhall Zafira car KV57YJO. This is one of several used by Metroline for crew ferry runs between Perivale garage and the terminals of route 205. Parked in front is one of the recently delivered Enviro 400 buses for new route 332.



Photo 2129, by **Julian Bowden-Green**, added to LTSV on 02/12/2007.

With the report that Leyland Titan breakdown tender 1278LD survives but is for sale, I had a hunt for a suitable picture. It would appear that this (and similar 1280LD) managed to avoid being photographed, unless you know differently. So instead, here is a view of sister vehicle 1274LD at Baker Street station on 9th April 1977. In the background can be seen a pair of Ford Escort vans headed by 1862F (see photo 1757).

Comment by *Thomas Young* on 03/12/2007: If this vehicle was sold in May 1976, what was it doing at Bexleyheath garage open day in May 1979? Did it get preserved, is the disposal date wrong, or was the visitor actually one of the other (longer-lived) Titans?

Comment by *Damon* on 03/12/2007: Don't think it was there really! Just checked my records and I've never seen 1274LD. As 1456MR was there (most definitely - I sat in the cab!), I'd have thought that 1416LD would've come with it.

TLB extra for 1976 says it went then. It doesn't appear on any post 1976 fleet lists. Who was F Ridler? Preservationist? Is it in a shed somewhere? I do love a mystery.

Comment by *Ray* on 03/12/2007: If this vehicle was sold in 1976 what was it doing in the photograph at Baker Street in 1977?

Comment by *Thomas Young* on 04/12/2007: Hmm, I didn't think of that! I suspect the LT variation sheets (from which most published information is drawn) were wrong and that 1274LD lasted longer. Ridler was a dealer who took a lot of SVs.

Comment by *Damon* on 04/12/2007: LOTS TLB178 (June 1979) states under Via point 178/9 on the back page that the following turned up at the BX open day: 1989F, **1274LD**, 1456MR, RM1033, DMS334, RT1702, DMO1, RM2184 (Shillibeer), MD93, LS105, MBA581, RF26, FRM1, RM2146 (Shop Linker), M47, STL441, STL2692, RT1 and Trolleybus 1253. I still can't find any record of seeing it myself but my records aren't much cop and as it wasn't in any fleet lists I wouldn't have marked it off would I? *The plot thickens...*

Comment by *Ray* on 16/04/2010: Photograph of 1280LD can be found in 'The Odd Spot' (Ravensbrook)

Comment by *Ray* on 08/06/2010: Photograph of 1278LD can be found at <http://shootingthepast.fotopic.net/p49989829.html>

Comment by *Thomas Young* on 25/06/2011: While looking for something else entirely I came across some nice pics that don't really resolve this question! Taken at the Bexleyheath Garage open day on 19th May 1979, one shows a Leyland Titan Breakdown Tender. It is captioned as 1276LD but is clearly 1416LD. Ray and LOTS both reported 1274LD being at the open day. Were there really two Titans present? In the above pic a sweeper is also visible. The other pic shows AEC Militant 1456MR with a Ford D towing truck also present.

Comment by *Ray* on 25/06/2011: One Ford D, one Militant and two Titans seems excessive! Only one of the four comes from the Underground section however, so that may be the reason why two Titans were on show. You can find another photo of the suspect at Baker Street on Flickr (type in the number) but alas this is undated



Photo 2130, by **Julian Bowden-Green collection**, added to LTSV on 02/12/2007.

Leyland Titan breakdown tender 1276LD is seen at an unknown location in the 1970s.

Comment by *Kim Rennie* on 04/12/2007: Is this Lillie Bridge? The p-way LD's were based at Lillie Bridge, Baker Street and Whitechapel I believe.

Comment by *1260F* on 09/12/2007: I think you're right; it looks like Lillie Bridge to me too.



Photo 2131, by **Julian Bowden-Green**, added to LTSV on 02/12/2007.

Leyland Titan railway breakdown tender 1277LD is seen at Parsons Green on 25th April 1977. This vehicle is from the second batch (1277LD-1280LD) which differed by having sliding doors in both sides.



Photo 2132, by **Ray Monk**, added to LTSV on 02/12/2007.

The last of the 10 ERU Mercedes-Benz Atego rescue tenders to be illustrated on this site is 2598, seen here at the Vauxhall depot on 26th November 2007. It would appear that the allocations are not yet finalised and at least 6 of the 10 have been reported at this location over the past couple of months.



Photo 2133, by **Colin Lloyd**, added to LTSV on 02/12/2007.

Mercedes-Benz Atego rescue tender 2598 is seen at Trafalgar Square on 30th November 2007, showing off its boxy rear end.



Photo 2134, by **Colin Lloyd**, added to LTSV on 02/12/2007.

This Ford Transit van has served the Arriva Tour fleet since at least 2003, and has carried two liveries and two fleetnumbers in that time. Now numbered MV1 and repainted red with logos and yellow stripes, it was seen at Northumberland Avenue in late 2007.

Photo 2135, by **Ray Monk**, added to LTSV on 17/12/2007.

Despite being in stock for over 2 years, this little van was neither photographed nor even seen by any contributors until December 2007. Originally fleetnumber 95087 in the Stagecoach fleet, Ford Transit Connect van was by then lettered for East London. Although allocated to Leyton it was found at the soon to be closed Stratford depot on 15th December 2007, with a smattering of road grime that is fairly typical for vehicles in this area.

Photo 2136, by **Ray Monk**, added to LTSV on 17/12/2007.

A further addition to the London Buses Technical Services Group fleet in late 2007 was this Ford Transit numbered 6322F. It is similar to earlier 6271F (see photo 1927) in being a medium-wheelbase, high-roof crew van with nearside window and a roof rack for mounting equipment on. Minor differences include the positioning of the orange side striping, and the unusual use of blue fleetnumbers. First licensed on 10th December 2007, it was seen 5 days later at the Chingford base.

Comment by *Kim Rennie* on 08/09/2008: Seen today Fairfield Road, E3

Photo 2137, by **Ray Monk**, added to LTSV on 17/12/2007.

Ray caught this rather dazzling van running in to Acton Works on trade plates on 12th December 2007. WN57DRO is a Mercedes-Benz Sprinter van that was first licensed on this date. The livery is a new development and it remains to be seen if it is a one-off. Note the low-profile light-bar mounted at the rear.

Photo 2138, by **Ken Lansdowne**, added to LTSV on 17/12/2007.

Just three days after Ray caught it on delivery to Acton, Mercedes-Benz Sprinter van WN57DRO was found on the ramp at Victoria Coach Station on 15th December 2007. The livery, although slightly incomplete looking, at least now includes a fleetnumber (6364M) on a small white patch. The vehicle behind is VW LT35 minibus RO06OAG, one of the pair formerly at Aldgate and which appear to have recently lost their TfL logos.

Comment by *Kim Rennie* on 18/12/2007: I note the lettering font is non-standard, including a lower case "Buses" on the roundel.

Photo 2139, by **Ray Monk**, added to LTSV on 17/12/2007.

The use of LBSL 'orange square' striping on silver liveried vehicles was pioneered on Transit van 6321F in autumn 2007 (see photo 2119), but it did not remain unique for long. Less than a month old when seen at Stratford Bus Station on 15th December 2007, this Vauxhall Astra estate has London Buses logos on the doors and rear, with 'Infrastructure Development' titling beneath the front side windows. It also has one of the now-outdated lightbars.

Photo 2140, by **Thomas Young**, added to LTSV on 20/12/2007.

Ford Transit van 6082F was found parked on the forecourt of Charing Cross Station on 20th December 2007. This high-roof, medium wheelbase van is used by Metronet and has red/blue chevrons on the front and, as seen here, red/yellow ones on the rear.

Comment by *Kim Rennie* on 26/12/2007: I suspect this is used by the lifts & escalator department

Photo 2141, by **Thomas Young**, added to LTSV on 20/12/2007.

Pictures of the lorry yard at Acton Works taken from passing trains are never going to be brilliant, but I have included a couple today as they show some recent changes. They also show that, on 20th December 2007 at least, lorries were parked at an angle to the fence rather than straight on. From the left this view shows MAN 2590, a hired dustcart, ex-ERU Volvos 2568V and 2569V, Iveco 2565F, MAN 2589 and elderly Mercedes-Benz 2490M. Note that the Emergency lettering on the headboards of the two Volvos is still faintly visible.

Photo 2142, by **Thomas Young**, added to LTSV on 20/12/2007.

All five of the former Emergency Response Unit Volvo demountable trucks were in the yard at Acton Works on December 20th 2007, having been demoted to general duties by the arrival of the new Atego rescue tenders. 2568V (centre) and 2569V (right) have both been repainted into standard livery, although the latter was yet to gain Tube Lines logos. On the left is a Mercedes-Benz Econic dustcart on hire from Harprule.



Photo 2143, by **Thomas Young**, added to LTSV on 20/12/2007.

Three former ERU Volvo demountable trucks lined up in the yard at Acton Works on 20th December 2007. From the left they are 2570V, 2566V and 2567V. All three have been repainted in standard Tube Lines livery and were seen with a variety of bodies fitted.



Photo 2144, by **Ray Monk**, added to LTSV on 02/01/2008.

Rather curiously for a three-year old vehicle, Ford Transit van 5690F was treated to the full current LBSL livery in the latter half of December 2007 (not before 15th), it having previously worked in anonymous red (as seen in May 2007, photo 1923). On 27th December it was parked at its usual home outside the LBSL Technical Services Group offices in Chingford, alongside unique silver-liveried Transit 6321F.



Photo 2145, by **Kim Rennie**, added to LTSV on 02/01/2008.

Some service locations are impossible to view from public areas, a good example being the Bakerloo line depot at Stonebridge Park. We are fortunate in having a couple of 'insiders' as contributors and are therefore able to bring you this rare view. Ford Transit 6090F of Metronet is a low-roof crew van. Mind you, this picture taken on 20th December 2007 could really be anywhere!

Comment by *Kim Rennie* on 13/12/2008: Noted yesterday in Stonebridge Park depot so I think we can assume that's its base



Photo 2146, by **Ray Monk**, added to LTSV on 02/01/2008.

The TfL Streets fleet of cars are very noticeable as they go about their business, being painted in police-like livery and usually having light-bars and chevron rears. Included are several Vauxhall Astra estates such as LR56OCE, seen here on the petrol station at the back of Victoria Coach Station on 6th December 2007.



Photo 2147, by **Ray Monk**, added to LTSV on 02/01/2008.

The first picture taken in 2008 (on January 1st!) shows London General Ford Transit van EJ57RFK resting in the entrance of its home at Merton Garage. This van was delivered in November 2007 and entered service on 3rd December, once it had been fitted with the light-bar off earlier resident GD02FKY (see photo 1201). The latter vehicle is now stored pending disposal.

Comment by *K. PLY* on 14/05/2008: Isn't this a mid-height van rather than a high-roof van as it is described in the vehicle details, as well as being SWB?



Photo 2148, by **Julian Bowden-Green**, added to LTSV on 02/01/2008.

This location, though slightly changed since, should be familiar to most service-vehicle hunters. It is one of the level crossings on Bollo Lane, between which was the rear entrance to Chiswick Works. About 100 yards further is the present entrance to Acton Works, so there is still a lot of SV traffic here. Back on 12th June 1978, standard grey Ford Transit 1551F was caught passing.



Photo 2149, by **Ray Monk**, added to LTSV on 19/01/2008.

Delivered in October 2007, 2602 was the first of several lorries on order to replace older vehicles that will not be compliant with the new Low Emissions Zone to be introduced in February 2008. The new lorry was an Iveco Eurocargo 180 E24 with a dropside body, and it was seen entering Acton works on 9th January 2008.



Photo 2150, by **Ray Monk**, added to LTSV on 19/01/2008.

The Incident Response Unit delivered to London Buses in December 2007 (6364M) was followed by several more in January 2008. One of the first to be recorded was 6357M, seen here on Colville Road near Acton works on the 9th.



Photo 2151, by **Ray Monk**, added to LTSV on 19/01/2008.

A second new Mercedes-Benz Sprinter van seen by Ray on 9th January 2008 was 6358M, caught as it made the turn from Bollo Lane into Acton works. The vehicle behind is one of the ERU rescue tenders delivered the previous year.

Comment by Ray on 12/03/2009: This batch were licensed virtually on delivery whereas the second batch were delivered approximately 3 months after being registered.



Photo 2152, by **Ray Monk**, added to LTSV on 19/01/2008.

More Mercedes-Benz Sprinter vans lettered up as LBSL Incident Response Units appeared during January 2008, all of them carrying the curious arrangement of chevrons on the side. 6360M was parked at Eltham Bus Station on the 15th.



Photo 2153, by **Kim Rennie**, added to LTSV on 19/01/2008.

The appearance of this van, numbered 6370M, suggested that the batch of Incident Response Units being delivered for London Buses could be sizable. LBSL service vehicles usually come in consecutively numbered blocks, and the range for these could be 6357M to 6370M (14 vehicles). As such, it could be that the batch is intended to replace the 12 Ford Transits leased in late 2003 and numbered 5578F to 5589F.



Photo 2154, by **Ray Monk**, added to LTSV on 19/01/2008.

Alongside the familiar white and orange examples, some of the Toyota Prius cars used by TfL Streets wear a plain white livery. MA07GPU, seen at Stamford Street on 9th January 2008, at least has blue lettering and a light-bar to highlight its role.

Photo 2155, by **James Mair**, added to LTSV on 19/01/2008.

Flashback to March 1990 and we find previously unseen Dodge Commando dropside lorry 2403D on College Road, Harrow. The SR-class minibus in the background is in the interim Harrow Buses livery. Minibuses of any sort are now a distant memory on TfL services.

Photo 2156, by **James Mair**, added to LTSV on 19/01/2008.

Leyland Freighter recovery truck 2418L was allocated to Forest District and based at Upton Park. In the run-up to privatisation of London Buses, this garage came under the newly formed East London unit, and the logo of this was carried when it was photographed near its home. By this time, recovery trucks had lost the right to run on trade plates and the replacement B/XJD plate is carried. 2418L was never rebuilt with the newer type of boom and was sold to the Linkfast group by mid-1992 (see photo 977).

Photo 2157, by **James Mair**, added to LTSV on 19/01/2008.

Although the fleetnumber is not carried, this is 2461L, one of four Freight Rover 300 minibuses acquired in 1987. They were notable for wearing a slightly darker shade of red than standard, thus allowing the red roundel of the fleetname to be just about discernible. The uses of these vehicles are not known, this example being found on Tavistock Crescent near Westbourne Park Station.

Comment by *Ray* on 25/08/2008: The six minibuses used for staff transport (by BEL) which were numbered 2458-2463 were kept within that fleet and leased back to the new organisation. (London Bus Review 1988 page 71)

Photo 2158, by **Thomas Young**, added to LTSV on 19/01/2008.

It may seem odd to find buses in an underground train works but several such vehicles can be seen at Acton, serving in the role of exhibition units. Nearest the camera in this view taken on 6th March 2007 is Optare Solo YJ54BTF in Metronet promotional livery. Beyond is Routemaster RCL2221 with Tube Lines 'HSE Bus' posters. The latter vehicle was converted to a cinema bus way back in 1979 but has seen little use of late and is due for disposal.

Photo 2159, by **Ken Lansdowne**, added to LTSV on 24/01/2008.

The Vauxhall Combo vans used as crew ferry vehicles by Arriva London South are numbered in a higher range than their North London counterparts. Croydon's YB52DZH is number 89, and was found at Addington Interchange on 5th January 2008.

Photo 2160, by **Ray Monk**, added to LTSV on 24/01/2008.

A last look at Waterden Road depot, taken on 15th December 2007, two weeks before it was closed to make way for the Olympics developments. Some service vehicle interest is provided by the presence of taxi L633HYK. Since last being illustrated on this site (in 2004, photo 833) it has lost the Stagecoach swoops and logos and gained East London logos and WA lettering. With the Mercedes-Benz Citaro articulated buses for route 25 now being based at distant Rainham, the need for crew ferry vehicles will presumably remain.

Photo 2161, by **Ray Monk**, added to LTSV on 24/01/2008.

The Passenger Data department of London Buses maintains a modern fleet of minibuses to ferry staff to and from survey locations. An addition in autumn 2007 was Ford Transit 6240F, which Ray found at Eltham Bus Station on 21st January 2008. Recent changes in legislation mean that all minibuses with more than 9 seats have to be fitted with tachographs. Most of the 12 and 15 seaters in the service vehicle fleet are having seats removed to be compliant.

Photo 2162, by **Ray Monk**, added to LTSV on 24/01/2008.

YT56AXA is a high-roof VW Transporter van used by First London in the engineering support role and lettered accordingly. It was seen at Stratford Bus Station on 22nd January 2008. Originally based at the nearby Hackney garage, it presumably moved to the new 'Lea Interchange Depot' at Temple Mills in December 2007. Compared to similar but low-roofed VW Transporter YR05BGK (which was also based at Hackney, see photo 972) the yellow side markings are noticeably smaller.



Photo 2163, by **Ray Monk**, added to LTSV on 24/01/2008.

More of the London Buses Incident Response Units appeared through January 2008, this being 6355M photographed at Victoria Coach Station on the 22nd. The range of fleetnumbers (6355M to 6370M) suggests that the batch may total at least 16 and it seems likely that they will displace the 2003-vintage Ford Transits (5578F to 5589F).



Photo 2164, by **Kim Rennie**, added to LTSV on 24/01/2008.

Three Tube Lines vans are seen parked on the bridge over the District line at Lillie Bridge, this shot being taken from Ashfield House on 23rd January 2008. In the middle is Ford Transit crew van 5968F, with another similar van to the right. However, the vehicle to the left is of interest, being 6400VW, one of the first VW Caddy vans to be seen in full livery. Similar 5945VW (see photo 1691) wore white/blue livery but without logos, while the only other example to date (6135VW) was lettered for Metronet. The design could easily be mistaken for a Transit Connect.



Photo 2165, by **Kim Rennie**, added to LTSV on 24/01/2008.

Another shot taken from Ashfield House at Lillie Bridge on 23rd January 2008 shows the view looking south over the split level yards. To the left are the three mobile generators with their trailers (shown in more detail in the next pictures) while there are also quite a number of Transit vans and dropsides, plus a couple of hired and contractor's vehicles.



Photo 2166, by **Kim Rennie**, added to LTSV on 24/01/2008.

This close-up of the three mobile generator vehicles parked in their usual slot at Lillie Bridge depot was taken from the LUL Ashfield House towerblock on 23rd January 2008. It has been included as it shows the open chassis of the Mercedes-Benz Sprinter trucks, and also the trailers they are habitually coupled to. To the right is 6159F, one of several Ford Transit dropside trucks to have gained a light-bar.

Comment by *Thomas Young* on 08/03/2009: It would appear that these vehicles should probably be reclassified as demountables. The generators certainly have lifting lugs at each corner, and the cabs carry the wider mirrors typical of such vehicles. It would also appear that the generator on 2584M (centre) is assigned the fleetnumber DB19, being new in 1993 in red and mounted on 2541M. The other two generators were new in spring 1990 (before the DB number series started), also in red, and were carried by 2478M and 2480M.



Photo 2167, by **Kim Rennie**, added to LTSV on 24/01/2008.

A more conventional view of the three Mercedes-Benz Sprinter mobile generators at Lillie Bridge on 23rd January 2008. Newer 2584M (in the centre) was the last member of the current owned fleet to be illustrated on this site. As can be seen, it has a different grille design compared to its two older sisters, and also lacks the headboard and company logos. Curiously, the Petbow generator has the older LUL Engineering Services lettering, while the two others both have Tube Lines logos. All three vehicles are used by the 'Ventilation' department, and work with three Cobul trailers.



Photo 2168, by **Kim Rennie**, added to LTSV on 24/01/2008.

Ford Transit varieties at Lillie Bridge on 23rd January 2008. Nearest the camera is Metronet 'Jumbo' 6206F (note the longer rear overhang). Next is Tube Lines mid-height crew-van 5817F, with Metronet dropside 6158F beyond. The latter vehicle is one of a few to carry a light-bar.



Photo 2169, by **Kim Rennie**, added to LTSV on 24/01/2008.

Ford Transit dropside truck 6159F is allocated to Metronet and has the usual fit of crew-cab and tail-lift, but also a light-bar atop the cab. It was photographed with a sheeted load at Lillie Bridge on 23rd January 2008. In the background can be seen Cobul 'Hi-Five' trailer CBT46, with its fleetnumber visible near the drawbar.



Photo 2170, by **Kim Rennie**, added to LTSV on 24/01/2008.

This pair of Metronet Ford Transit vans at Lillie Bridge on 23rd January 2008 are Jumbos, with a high-roof, long-wheelbase, and extended body. 6205-6207F were allocated to Lillie Bridge in November 2007 and are thought to have replaced similar 5530-5532F.



Photo 2171, by **Kim Rennie**, added to LTSV on 24/01/2008.

Metronet Ford Transit dropside truck 5981F has a crew-cab but no tail-lift. It was photographed at Lillie Bridge on 23rd January 2008.



Photo 2172, by **Kim Rennie**, added to LTSV on 24/01/2008.

A changed format for a rather special picture. Taken from Ashfield House at Lillie Bridge on 23rd January 2008, it shows part of the main van yard, with at least 17 liveried SVs visible plus a couple of plain (presumably hired) vehicles. Nearest the camera is Ford Transit dropside 5990F with minibus 5713F parked ahead of it. On the right are un-numbered Vauxhall Astra van LR07ATX, dropside 6332F and crew-van 6336F, all of Metronet. Beyond this are a hired Iveco Daily dropside and a number of Transit minibuses.

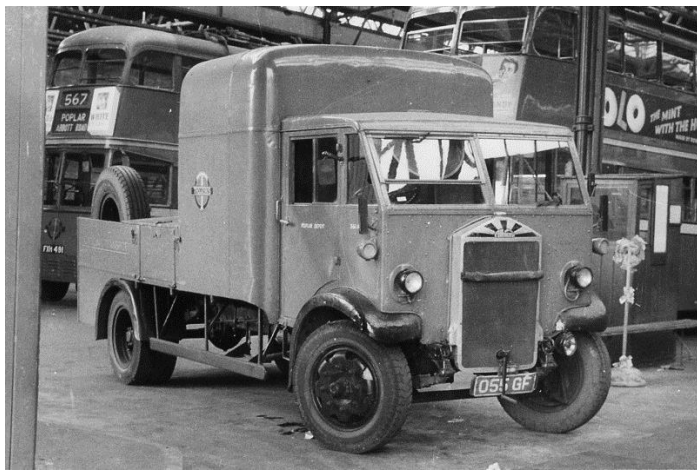


Photo 2173, by **Julian Bowden-Green collection**, added to LTSV on 24/01/2008.

And now for something completely different. Seen at Poplar depot, probably towards the end of the Trolleybus era, is Albion KN127 Trolleybus Rescue Truck 361A carrying trade plates 055GF. These vehicles gave a creditable 24 years service to LT.



Photo 2174, by **John Harrington**, added to LTSV on 02/02/2008.

1674Q was an AEC Mercury articulated tanker new in 1962 and acquired by London Transport in 1971. It was used mainly as a driver training vehicle but also to transport fuel when required, and carried a slightly darker than standard grey livery. Note that the trailer was not given a separate number. It was seen in about 1976 at an unknown location (perhaps Chiswick or Acton?).



Photo 2175, by **John Harrington**, added to LTSV on 02/02/2008.

Another second-hand vehicle acquired to act as a driver trainer was Bedford TK flatbed 1866B. It was bought in 1974, when it was just about three years old, and remained in stock until the end of 1983. It is seen here in company with AEC Mercury tanker trainer 1674Q.



Photo 2176, by **James Mair**, added to LTSV on 02/02/2008.

A classic view looking into the loading bay at Parsons Green. Taken in the early 1980s, it shows early Dodge Commando lorry 2307D, which remained in stock until 1990. This vehicle was listed as having a crane fitted but this is presumably hidden behind the cab. Note the dolly stops to the right.

Comment by *Kim Rennie* on 03/02/2008: Note the ticket collectors' boxes behind the dolly stops, both would have been made or assembled at Parsons Green.



Photo 2177, by **Kim Rennie**, added to LTSV on 02/02/2008.

Kim was back at Lillie Bridge on 29th January 2008, and sent in some more pictures. This line up of Ford Transits includes examples of the Mark 6 and Mark 7 model, as well as all three height options. The high-roof van towards the centre is BD54LGW, a hired van in plain white. However, as it has been in use since December 2004, it is actually the longest-serving vehicle visible! The silver Ford Focus Estate car beyond is 6147F.



Photo 2178, by **Kim Rennie**, added to LTSV on 02/02/2008.

If you like Ford Rangers, then West Kensington is the place to go, as this view taken on 29th January 2008 shows. Although the vehicles based here are shown on this website as being allocated to Lillie Bridge, the yard is actually adjacent to the platforms at West Kensington Station (behind the wall to the right). Vehicles exit using the same road as for the main depot though. Nearest the camera is 5953F, while Ford Transit van is on the left. A Transit dropside is also present, with three further Rangers all with their tailgates open. Note that the hard-tops come in two different heights. The lower example behind the Transit dropside is probably 5958F, while the two higher versions are thought to be 6114F and 6115F. The sign on the portakabin is of interest, stating 'London Underground Ltd and Wiggins Gee Construction Ltd, Working together to maintain the premises and structures of the District, Jubilee and East London lines.' These lines were of course split between Metronet and Tube Lines.

Comment by *Kim Rennie* on 04/02/2008: Rangers identified today were 5953F, 5958F and 6114F.

Comment by *Thomas Young* on 01/03/2008: There were 5 Rangers present on 28th February. The four listed above plus one unknown. Is the ramp so steep that they need 4WD?



Photo 2179, by **Kim Rennie**, added to LTSV on 02/02/2008.

A view of the low level yard at Lillie Bridge taken on 29th January 2008 shows a variety of (mainly) Ford Transit dropside trucks present. All of the examples visible (including 5984F nearest the camera) lack the tail-lifts often seen on this type, and it could be that these are used by building maintenance teams rather than engineering support. Some of the vehicles in the main yard can just be seen in the top left hand corner.



Photo 2180, by **London Spotter**, added to LTSV on 02/02/2008.

Catching some service vehicles is more a matter of luck than planning, and the silver vans are amongst the most elusive. 6042F is a long-wheelbase mid-height Ford Transit crew-van used by the ATC manager of Metronet, and it was encountered taking a break at Stratford Bus Station on a sunny 27th January 2008. The black trim beneath the cab door window suggests that this is a Mark 7 Transit but unusually there is no version badging (e.g. 90 T350) on the rear.



Photo 2181, by **Colin Lloyd**, added to LTSV on 02/02/2008.

As predicted, the London Buses Incident Response Units are turning up at bus stations across London. 6359M was seen by Colin at Turnpike Lane on 29th January 2008 and he did a fine job of capturing this image without the use of flash or tripod.



Photo 2182, by **London Spotter**, added to LTSV on 02/02/2008.

Stratford was bound to get at least one of the new LBSL Incident Response Units, and indeed 6362M turned up there during January 2008. It was photographed on the 27th of that month.



Photo 2183, by **Ray Monk**, added to LTSV on 02/02/2008.

With the unmistakable hulk of Frank Pick house in the background, this location should be familiar to many of you. It is not a place you associate with bus company SVs though! On 29th January 2008, previously unreported Mercedes Sprinter 311 CDI minibus RY03DXS of Transdev was caught whilst undertaking driver training duties. Route 440 is the only bus service on Bollo Lane and the crow had apparently been waiting for ages!

Comment by *Ray* on 02/02/2008: I spoke to the crow after taking the photo and suggested that if he saw a NCP Challenger bus coming down he flag it as there may be a long wait for a Transdev bus! I then flew back to Acton Town as the crow walks

Comment by *Thomas Young* on 02/02/2008: Doh. Thanks Ray. I'm going to edit the caption before anyone else notices!



Photo 2184, by **Thomas Young**, added to LTSV on 19/02/2008.

By early 2008 the batch of 12 Ford Transits taken on lease over the winter of 2003/2004 were in the process of being replaced by new Mercedes Incident Response Units. 5579F has spent its whole life in South East London, mainly at Eltham and London Bridge. On 9th February 2008 it was paying a visit to Canada Water Bus Station, a previously unillustrated location that does not appear to have its own permanent allocation.

Photo 2185, by **Ken Lansdowne**, added to LTSV on 19/02/2008.

Several more Mercedes-Benz Sprinter Incident Response Units for London Buses were licensed at the end of January 2008. 6366M was seen on the ramp at Victoria Coach Station on 2nd February.

Photo 2186, by **Michael Mair**, added to LTSV on 19/02/2008.

The former Thorpes Buses base at Fourth Way, Wembley was closed in 2007 as a result of the opening of a new maintenance facility for Metrolino at Perivale. Two service vehicles were left behind, presumably dumped as surplus to requirements. These included smartly repainted LDV van N340NAV, seen here on 10th February 2008.

Photo 2187, by **Ray Monk**, added to LTSV on 19/02/2008.

February 2008 was characterised by misty mornings, as seen in this view taken at Canning Town Bus Station on the 12th. The subject is 6351M, yet another new IRU for London Buses. Canning Town is another location that does not have a permanent allocation, any vehicles seen here being normally based at Stratford.

Photo 2188, by **Ray Monk**, added to LTSV on 19/02/2008.

A second un-numbered Vauxhall Astra estate for the LBSL Infrastructure Development unit (after LN57USB in December 2007, see photo 2139) was AP57WRJ, seen here at Orpington Bus Station on 15th February 2008 flanked by VW Transporters. It has been suggested that these cars will be to replace the four VW Golfs leased in October 2004.

Photo 2189, by **Ray Monk**, added to LTSV on 19/02/2008.

Therapia Lane Tramlink depot was home to one of the four VW Golf estates used by the Infrastructure Development unit of London Buses (GJ54ECV, see photo 980). By February 2008 this seems to have been replaced by new VW Touran estate 6397VW, seen here on the 15th. As well as being a new model for the central fleet, this vehicle is notable for carrying a fleet number (the other recent silver ID cars lacking these) and an old-style light bar.

Photo 2190, by **Ray Monk**, added to LTSV on 19/02/2008.

Travel London acquired 6 former Royal Mail LDV Convoy minibuses during 2007, including BK03YPH seen at Beddington garage on 15th February 2008. This example was given full Travel London lettering but does not appear to carry its newly allocated fleetnumber of 8967. Traces of its seven-digit Royal Mail fleetnumber can just be made out above the windscreen on the driver's side.

Photo 2191, by **Peter Edgar**, added to LTSV on 19/02/2008.

Sovereign Recovery Volvo FH16 N6SOV (named Lancaster) had East London Dennis Trident 18208 on tow when it was seen outside Bow Garage on 16th February 2008. The bus is notable for still carrying the full Stagecoach-era livery of blue skirt and coloured swoops towards the rear. By this date, most buses had been repainted in overall red.

Photo 2192, by **Thomas Young**, added to LTSV on 19/02/2008.

Aldgate Bus Station was host to one of the new London Buses vans on 16th February 2008, and this view shows the rear of 6368M. Similar but older 5799M is to the right. The office buildings in the background, which have cast long shadows over the bus station for many years, have been out of use for some time.



Photo 2193, by **Thomas Young**, added to LTSV on 19/02/2008.

East London very kindly allowed visitors to have a look around their Stratford garage on 16th February 2008, a week before it was due to close. They also laid on a special bus service from Mile End using celebrity vehicles. SD was always notable for its use of crew ferry vehicles, a result of its somewhat remote location. Vehicles used in this role included LDV Convoy minibuses such as the pair seen here. Note that the yellow stripes have almost faded to white. Much of the surrounding area had already been demolished to make way for the Olympics redevelopment, and the pile of earth in the background was contaminated soil waiting to be washed and taken away. And is this the first SV picture to include the moon?!



Photo 2194, by **Thomas Young**, added to LTSV on 19/02/2008.

Anyone looking at this picture would wonder why I didn't take it from the better-lit offside! Well, the reason was to show the East London logo, which was only carried on this side. HT05FCZ is a Ford Focus Estate used as a crew ferry and fitted with a total of 1 wheeltrim! Seen at Stratford Garage on 16th February 2008.



Photo 2195, by **Thomas Young**, added to LTSV on 19/02/2008.

Stratford Bus Station is always good for a few SVs and on 16th February 2008 no less than 11 were present. Among these were three of the new IRUs, including 6369M seen pulling out to pass 6351M.



Photo 2196, by **Thomas Young**, added to LTSV on 19/02/2008.

Most of the SVs at Stratford Bus Station still park along the rear fence, making photography tricky but not impossible. All you need is a long lens and luck with the gaps in the parked buses! On 16th February 2008 the residents included un-numbered Ford Galaxy VO53SCV and VW Transporter 5671VW. The four Galaxy cars were acquired in September 2003 and would therefore seem to be due for replacement by now. Having said that, VO53SCV appears to have recently received a light-bar and has also had chevron markings applied to the rear.



Photo 2197, by **Thomas Young**, added to LTSV on 19/02/2008.

With a total of 11 service vehicles present on 16th February 2008, parking spaces at Stratford Bus Station were at a premium. Could this be why this pair were parked on the 'roundabout' at the southern end? 5805M is one of the 20 Mercedes-Benz Sprinters leased in autumn 2005, while Ford Transit 5695F was a one-off that arrived in October 2004. A little known fact is that the roof of the bus station is part of the global radio antenna array involved in the SETI project. Or is it just used to collect rainwater?



Photo 2198, by **Ray Monk**, added to LTSV on 19/02/2008.

The batch of Mercedes-Benz Sprinter vans leased in early 2008 for use as Incident Response Units looks set to be the largest consecutively-numbered group of service vehicles for many years. When this picture was taken at Eltham Bus Station on 18th February, 20 had been reported and the fleetnumbers spanned a range of at least 24. In the background is one of the roving low-roof VW Transporters, 6012VW, which has been seen at a wide variety of locations.



Photo 2199, by **Kim Rennie**, added to LTSV on 01/03/2008.

A picture of this vehicle was published in November 2006 (see photo 1691)but this new one is a lot sharper. Taken on Kingsland Road on 22nd February 2008, it shows Volkswagen Caddy van 5945VW of the London Buses Ticket Technology department. Why this vehicle carries white and blue livery rather than LBSL red is just one of those mysteries.



Photo 2200, by **Thomas Young**, added to LTSV on 01/03/2008.

Almex has a contract to maintain the roadside bus ticket machines, and initially fulfilled this role with a fleet of lettered silver Ford Focus estates like AV03XYW (see photo 291). Since then they have taken a number of unlettered Vauxhall Astra cars in a range of dealer stock colours. Clues as to the vehicles identity include removable roof beacons, signs in the windows, and the locations that they can be seen parked in. Showing all three features is blue Astra WR56RZK seen at Victoria Bus Station on 26th February 2008.



Photo 2201, by **Thomas Young**, added to LTSV on 01/03/2008.

A night trip to Griffith House on 26th February 2008 was quite productive. Seen here is a typical visitor in the form of Metronet Vauxhall Combo van 6196V. Note that this example has an offside cargo door.

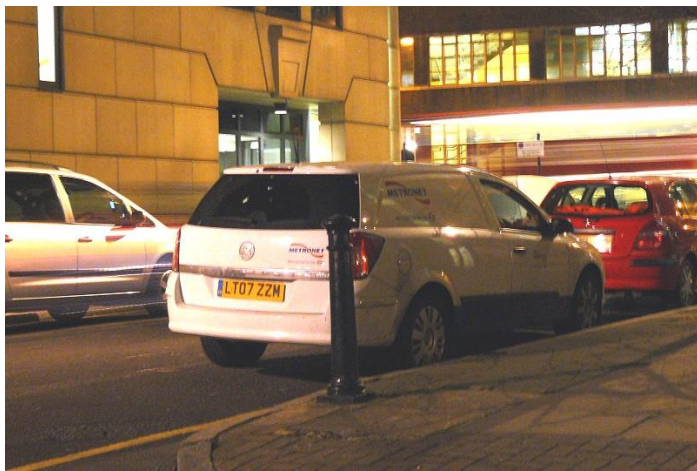


Photo 2202, by **Thomas Young**, added to LTSV on 01/03/2008.

Parked on Harcourt Street on the evening of February 26th 2008, 6124V is a Vauxhall Astra van in standard Metronet livery. Griffith House is visible in the background.



Photo 2203, by **Thomas Young**, added to LTSV on 01/03/2008.

Parked outside the Chapel pub opposite Griffith House on 26th February 2008, 5885F is one of the many short-wheelbase Ford Transit crew vans taken into stock over the past few years. This example carries Metronet markings on standard LUL livery.



Photo 2204, by **Thomas Young**, added to LTSV on 01/03/2008.

This picture taken on February 26th 2008 highlights the similarities and differences between the Vauxhall Combo and Ford Transit Connect designs. Combo 5868V to the front is operated by Metronet, while Connect 6006F is in the Tube Lines fleet but carries no logos.



Photo 2205, by **Thomas Young**, added to LTSV on 01/03/2008.

I forgot to set the white balance for this picture taken on the night of 26th February 2008 near Griffith House, but as it passes the 'highest numbered SV pic' trophy back to me temporarily, I have included it anyway. 6456V is one of many Vauxhall Combo vans that were delivered through the Vauxhall dealership on Edgware Road. Another vehicle seen that night was Transit 6457F but this was not in a position to be photographed.



Photo 2206, by **Thomas Young**, added to LTSV on 01/03/2008.

The first van reported in a new KK57xxx registration series was 6421F, seen parked near Griffith House on the night of 26th February 2008. This is yet another SWB crew-van Transit for Metronet.



Photo 2207, by **Thomas Young**, added to LTSV on 01/03/2008.

This view through the fence at the entrance to Lillie Bridge depot on 28th February 2008 has been included as it shows previously unseen Transit minibus 5716F. Dropside 5987F is to the left, while leased BD56YCJ, jumbo van 6205F and dropside 5986F are those to the right.



Photo 2208, by **Thomas Young**, added to LTSV on 01/03/2008.

There is a gap between the buildings at Lillie Bridge that gives a view into the yard from Cromwell Road, but you need a long lens or binoculars. Visible on 28th February 2008 were four Metronet vehicles including a Transit crew van, Astra van and a pair of Transit minibuses.



Photo 2209, by **Thomas Young**, added to LTSV on 01/03/2008.
 Another 'through-the-gap' shot at Lillie Bridge on 28th February 2008 catches Metronet Ford Transit crew-cab dropside truck 6229F parked in front of various other vehicles.



Photo 2210, by **Thomas Young**, added to LTSV on 01/03/2008.
 There are quite a few silver-liveried service vehicles, but very few are operated by Tube Lines. One that is is Ford Transit van 6027F, seen on the 'bridge' at Lillie Bridge on 28th February 2008. Note how indistinct parts of the logo are against the body colour.



Photo 2211, by **Thomas Young**, added to LTSV on 01/03/2008.
 Looking back towards Ashfield House from the Cromwell Road bridge on 28th February 2008, this view shows three Tube Lines vans parked on the 'bridge' over the District line (including rare VW Caddy 6400VW on the right), and Metronet crew van 6123F in the main yard. The dropside parked next to this is leased BG07JHL.



Photo 2212, by **Thomas Young**, added to LTSV on 01/03/2008.
 It's always nice to find new places to see service vehicles, and on 28th February 2008 we discovered this. Although the small yard alongside the railway at West Brompton is well known, it was thought to be only visible from passing trains. This view was taken from the forecourt of the Earls Court 2 exhibition centre, but owing to the distance and the inconveniently placed fence, binoculars or a long lens will be required to ID the vehicles. The location is probably also only accessible during exhibitions. A further pleasant surprise was that several of the plain-looking cars towards the right were in fact numbered service vehicles. The van near the centre is 6019F, most of the rest are covered in the following 2 pictures.

Photo 2213, by **Thomas Young**, added to LTSV on 01/03/2008.

A zoomed-in view of the yard alongside the railway at West Brompton on 28th February finds a pair of Ford Transit crew vans parked. 5954F on the left is a mid-height example in the Metronet fleet, and carries the lowest number for an '07 registered vehicle. In contrast, 5974F is a Tube Lines high-roof van, and has a fairly high number for an 06. This yard is considered to be part of the Lillie Bridge complex despite being fairly remote from the main parking areas.

Photo 2214, by **Thomas Young**, added to LTSV on 01/03/2008.

Aside from Tube Lines Vauxhall Combo van 6044V in the centre, these silver cars were dismissed as being private on first glance. A closer look revealed that all carried Metronet logos, and that three were numbered. From the left they are Focus estates 6203F, 6164F, un-numbered Mondeo hatchback VA54BWY and Focus estate 6204F. The un-numbered car was new to the fleet in February 2005 but has since gained Metronet logos so is eligible for inclusion. The location is West Brompton yard on 28th February 2008, taken from Earls Court 2.

Photo 2215, by **Colin Lloyd**, added to LTSV on 01/04/2008.

This Mercedes 814 dropside lorry is currently in the Arriva London fleet based at Wood Green but it started life as 2485M in the main CDS fleet. It had been due for withdrawal in January 2008 as a result of it not meeting new emissions regulations. However, this would have left Arriva London without any suitable lorries for the regular runs carrying spare parts between garages and H215FLB gained a reprieve. It was photographed at St John Street, Islington on 20th February 2008.

Photo 2216, by **Colin Lloyd**, added to LTSV on 01/04/2008.

The ten Mercedes-Benz Atego rescue tenders delivered in 2007 feature one of two cab layouts, 2595 above being one of five with a shorter crew cab and four shutter doors per side. These vehicles were originally to have been numbered 2597 to 2601, with the longer cabbed examples taking numbers 2592 to 2596. However the identities of 2595 and 2598 appear to have been transposed. It was caught 'on the run' at Trafalgar Square on 20th February 2008.



Photo 2217, by **Thomas Young**, added to LTSV on 01/04/2008.

The first of two pairs of 'Noddy vans', this picture was taken at Olympic Way, Wembley on 15th March 2008 and features 5673VW and 5676VW. These vans are allocated to the Infrastructure Development division of London Buses, but neither example has any lettering additional to the standard LBSL van livery.



Photo 2218, by **Thomas Young**, added to LTSV on 01/04/2008.

In contrast to the previous image, this pair of Volkswagen Transporter high-roof vans both have additional Infrastructure Development lettering (on the doors and towards the rear). Photographed in the compound at Orpington Station on 15th March 2008, the pair are 5675VW nearest and odd-one-out 5781VW (which does not display its out of sequence fleetnumber) beyond.



Photo 2219, by **Damon Cross**, added to LTSV on 01/04/2008.

Visitors to the Museum Depot at Acton will recognise this as the building you pass on the walk from the station. I have included this picture, taken on the 8th March 2008, as it shows previously unillustrated Transit Connect 5747F and also the rear of a non-tail-lift-fitted Transit dropside truck.



Photo 2220, by **Thomas Young**, added to LTSV on 01/04/2008.

Morden is the most southerly point on the London Underground network. The large Northern line depot here is not thought to have any based service vehicles, but there is one at the traincrew offices at the north end of the station. Regular resident 5969F was seen there on 15th March 2008. A long-wheelbase Ford Transit crew van, it replaced broadly similar 5487F (see photo 444) here in early 2007.

Photo 2221, by **Kim Rennie**, added to LTSV on 01/04/2008.

The first service vehicle to be numbered in the 6000+ series was a VW van that arrived in March 2006 (see photo 1275). The number 6000 itself did not appear until 11 months later. Apart from the celebrity number, 6000F is a fairly standard Ford Transit crew van lettered for Metronet and seen near St James Park station on 2nd March 2008.

Photo 2222, by **Kim Rennie**, added to LTSV on 01/04/2008.

There is a tremendous amount of renewal work going on on the sub-surface lines at present and many sections of the Circle and District lines in particular are closed at weekends. On Sunday 2nd March 2008 work was being done at St James Park station and 6048F was one of a pair of Metronet service vehicles parked nearby. Like many of the Ford Transit crew vans in the fleet, roof bars are fitted although it is not unusual to see missing bars and damaged cant rails as here.

Photo 2223, by **Thomas Young**, added to LTSV on 01/04/2008.

A full house at Orpington Station on Saturday 15th March 2008 included three of the high-roof VW Transporter 'Noddy' vans, one of the low-roof examples, and the recently delivered Vauxhall Astra car. All the vehicles are used by the Infrastructure Development team and most have subsidiary lettering to this effect.

Photo 2224, by **Colin Lloyd**, added to LTSV on 01/04/2008.

The slight restyling of the Ford Transit Connect design in 2006/2007 seems to have been confined to the front end, the rear of this 2007 example being identical to earlier deliveries such as 5840F. As with many of the Tube Lines Connects, 6214F (seen here at Edgware Station in November 2007) is thought to be engaged in internal mail deliveries.



Photo 2225, by **Malcom Millichip**, added to LTSV on 01/04/2008.

Mercedes-Benz Sprinter Incident Response Unit 6345M is allocated to Kingston, where it is usually parked in the compound at the east end. On 15th March 2008 it had ventured out to Richmond where it was photographed on George Street. 6345M is the lowest number carried by this batch of vans.



Photo 2226, by **Thomas Young**, added to LTSV on 01/04/2008.

These two vans photographed at Eltham Bus Station on 15th March 2008 are both Mercedes-Benz Sprinters allocated to London Buses, but they are only generically similar. Apart from the major restyling of the design, the newer vans wear a deeper shade of red than the earlier batch, and were treated to an overdose of chevron vinyls. As well as the obvious changes to the lettering, the light-bars are also to a revised design.



Photo 2227, by **Ken Lansdowne**, added to LTSV on 01/04/2008.

I have commented before on the difficulty of photographing service vehicles parked at London Bridge Bus Station but Ken has done a superb job with this view of recently-delivered Mercedes-Benz IRU 6348M, taken on 1st March 2008.



Photo 2228, by **Keith Grimes**, added to LTSV on 01/04/2008.

Another IRU, this time 6353M seen at Walthamstow Bus Station on 28th February 2008. As mentioned by one of the visitors to this site, these vans have a curious feature in that the Buses lettering on the large roundels is in sentence case rather than the normal upper case.

Photo 2229, by **Colin Lloyd**, added to LTSV on 01/04/2008.

With various flags fluttering in the background, this view shows Mercedes-Benz Incident Response Unit (IRU) number 6356M rounding Marble Arch on 6th March 2008. I have received lots of photographs of these highly conspicuous vehicles but with the batch totalling 26 it may take a while to cover them all.

Photo 2230, by **Malcolm Conway**, added to LTSV on 01/04/2008.

I have a slight frustration about Uxbridge! It is a long way out and each time I go there to see a particular vehicle, they seem to be out on a job. Malcolm was either lucky or patient to catch this view of new IRU 6365M returning to base on 8th March 2008. Tracking down LBSL vans in the West and North West of London can be tricky since the allocations seem to be rather fluid with vehicles regularly moving between Edgware, Harrow, Uxbridge and Hounslow.

Photo 2231, by **John Lloyd-Martin**, added to LTSV on 01/04/2008.

This high-roof, long-wheelbase Ford Transit van was taken into stock in May 2001 and was used for a while by London Buses staff at Uxbridge. Although it did not appear on the latest official fleet information it is still seen at times around Acton works. It may be that I would not be allowed to tell you what its use is even if I did know! John caught the secretive silver van leaving Acton on 28th February 2008. Note the bump strip along the side and the caged rear lights.

Photo 2232, by **Colin Lloyd**, added to LTSV on 01/04/2008.

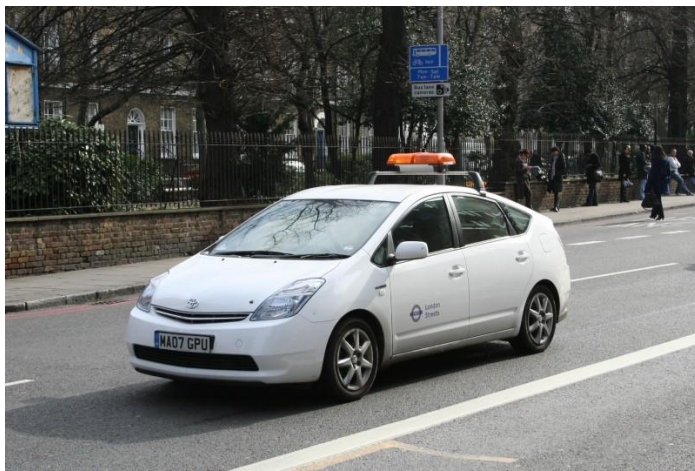
Transport for London Ford Focus estate VK05WEV was caught at Angel on 20th February 2008. One of four un-numbered cars leased in 2005 and nominally allocated to Carlisle Lane, Waterloo, it has been modified slightly since it was last photographed in 2006 (see photo 1378). An extra roof bar has been added, to which is attached a forward-pointing video camera or sensor. The purposes of this are unknown.

Photo 2233, by **Graham Brown**, added to LTSV on 01/04/2008.

This Vauxhall Vectra estate car is used by the Emergency Response Unit of Tube Lines and is often seen at one of their bases or attending incidents. On 14th March 2008 it was called out to a 'person under' at Oxford Circus, where it was photographed. Having gained a low-profile light bar in 2007, 2008 saw the side striping changed from red/white 'battenburg' style to this blue-edged yellow, similar to that worn by the new ERU rescue tenders.

Photo 2234, by **Colin Lloyd**, added to LTSV on 01/04/2008.

The first of three photos of Transport for London Toyota Prius cars shows RO06LUD at Marble Arch on 6th March 2008. This example has the 'full' livery of white with orange stripe. It also has a full-width light bar mounted on a roof bar.

Photo 2235, by **Colin Lloyd**, added to LTSV on 01/04/2008.

A couple of the TfL Streets Toyota Prius hybrid cars operate in overall white with smaller roundels and lettering. MA07GPU seen near Highbury Corner on 28th February 2008 also has a half-width light-bar mounted on a roof bar.

Photo 2236, by **Kim Rennie**, added to LTSV on 01/04/2008.

Newly reported Toyota Prius hybrid car MA07GPV is part of the TfL Streets fleet based at Victoria, near to which it was photographed on 23rd March 2008. The light-bar on this car is narrower than most and appears to be mounted directly on the roof rather than on a rail.



Photo 2237, by **Colin Lloyd**, added to LTSV on 01/04/2008.

As has been mentioned several times, the crew ferry buses used by East Thames buses are sourced from the London Dial-a-Ride fleet. Such vehicles obviously have few seats, the remaining space being provided for wheelchair users. P846OLL is a long-wheelbase Mercedes-Benz 312D Sprinter with bodywork conversion by UVG. Judging from this photograph taken at Elephant and Castle on 20th February 2008, it appears to now have even fewer seats than the 8 it carried when it was D111 in the North London Dial-a-Ride fleet based at Palmers Green. Unlike earlier East Thames transferees, it has at least had a full repaint.

Comment by *Ray* on 03/04/2008: All of this type have had a repaint when taken over. Not all had a dent put in the side, however.



Photo 2238, by **London Spotter**, added to LTSV on 01/04/2008.

It looks like First London Vauxhall Vivaro van 71 has been left out in the sun too long, its lower chevrons having faded from yellow to white (see photo 616)! The side lettering does not appear to have been affected though. Another change is the addition of a front-mounted roof beacon to supplement the light-bar. It was seen at Stratford Bus Station on 8th March 2008, parked close to the resident LBSL vans.



Photo 2239, by **Colin Lloyd**, added to LTSV on 01/04/2008.

If you sometimes get confused about what vehicles are actually covered by this site, don't worry. I do too! A class of vehicle that will not generally be covered (at least not in terms of vehicle lists) are those used by cleaning contractors. The main names in this field are Mitie and Douglan, and their vans often carry roundels as seen on this Douglan Renault Kangoo van found parked at Southgate Station on 20th February 2008.

Photo 2240, by **Damon Cross**, added to LTSV on 01/04/2008.

Illustrating my earlier point about what is included on this site, you may be wondering what this monster has to do with service vehicles. Well, I have included it anyway as, on closer inspection, it is even odder than at first thought. The subject is a Scania R580 belonging to Albert Road Recovery of Purfleet, and Damon came across it Stratford in the process of 'picking up' National Express 3-axle Caetano Levante FN07BYV. Apart from the seemingly odd use of a low-loader rather than a tow-truck, the method of lifting the trailer is notable. As far as I can tell, the rear bogie moves backwards and forwards and the body pivots on top of it. Damon watched the process so maybe he can tell us more....



Comment by *Damon* on 04/04/2008: When I arrived the coach was already on the back of the trailer. The trailer wheels were all retracted towards the tractor. Using hand held controls the crew then moved the wheels back towards the back end of the trailer. During this process the trailer became a bit of a see-saw and the weight of the coach tipped the back end down then lifting the tractor up by the fifth wheel. The crew then reversed the process to make a few adjustments. All very clever. I presume that either the coach was severely disabled or that there is an issue with taking such a long vehicle on suspended tow - gross train lengths and all that?

Photo 2241, by **Damon Cross**, added to LTSV on 01/04/2008.

This picture is clearly more legitimate than the last as it does at least include a London bus. Anonymous Renault tow truck X481ADB was seen with a London Central PVL on tow at Deptford on 5th March 2008. The only 'lettering' is a sticker in the windscreen that reads 'Big Boss', while the bus is notable for displaying reversed blinds for schoolday route 621.

Comment by *Ray* on 02/04/2008: Noted in Lee High Road, SE13 2/4/2008. It can be found on Welling Way at weekends.

Photo 2242, by **Derek Everson**, added to LTSV on 09/04/2008.

A new arrival in February 2008 was a Mercedes-Benz 3-axle Eonic dustcart for the main Tube Lines fleet. This joined two similar vehicles bought in 2002 and is thought to have replaced 2-axle version 2576M. The lorry, whose fleetnumber is not carried or known yet, was caught about to enter Acton works on 17th March 2008. Compared to the earlier Eonic dustcarts, the front-end design has changed considerably and a much deeper blue skirt has been applied. The chassis appears to be slightly shorter than the other 3-axle Eonics. Apologies for the smaller than normal picture.

Photo 2243, by **Damon Cross**, added to LTSV on 01/05/2008.

Several new lorries were delivered in April 2008 including this pair of Mercedes seen in the lorry yard at Acton Works on the 26th. On the left is Axor dropside WX08KUV while on the right is Econic 2-axle refuse truck WX08KUT. Neither had yet had fleetnumbers applied. Note that the livery on the dustcart has the usual amount of blue, in contrast to other recent delivery WX57UMV.

Photo 2244, by **Thomas Young**, added to LTSV on 08/05/2008.

While the ERU vehicles at the outlying bases are relatively easy to photograph, those at Acton can only really be seen when they are out and about. Thanks to some quick thinking by Ray, I was able to catch this view of Atego rescue tender 2600 passing Chiswick Park Station on 26th April 2008. Ironically, this vehicle had spent some time at each of the three other bases in the preceding months. Other vehicles on the same call out were Vectra estate LR06VZY and Atego 2593 (seen in the background).

Photo 2245, by **Thomas Young**, added to LTSV on 08/05/2008.

Extended cab Mercedes-Benz Atego ERU rescue tender 2593 was photographed passing Chiswick Park Station on Saturday 26th April 2008. This vehicle had been based at Vauxhall but was at the time running from Acton.

Photo 2246, by **Tube Troll**, added to LTSV on 08/05/2008.

5604F was a fairly standard Ford Transit van of the long wheelbase, mid-height variety. Why it needed a rear ladder when no roof rack was fitted is anybody's guess! Seen at Arnos Grove on 11th March 2007.



Photo 2247, by **Tube Troll**, added to LTSV on 08/05/2008.

5619F was a short-wheelbase Ford Transit van in the Tube Lines fleet, based at Arnos Grove where this picture was taken on 11th March 2007.



Photo 2248, by **Ming Hao Yu**, added to LTSV on 08/05/2008.

This view shows high-roof VW Transporter van 5674VW at the bus stand in Thamesmead on 9th April 2008. Points to note are the cut outs in the rear doors to clear the lights, and the rather excessive precautions taken by the operator (cones and a dolly stop). One would have thought the huge chevrons on the rear would be warning enough.



Photo 2249, by **Tube Troll**, added to LTSV on 08/05/2008.

This Ford Transit Connect van seen at Cockfosters Depot on 11th March 2007 has some minor differences from the standard type. Firstly it is the rarer long-wheelbase version with the slightly taller bodywork. Secondly it has a pair of roof bars. Thirdly it has a shallow blue skirt. On early Connects the blue covered the first two bodyside grooves, later deliveries have the blue extending to the rubbing strip, while just a handful (including 5771F and 5786F) have the blue over just the lowermost groove. Finally it has a circular black object behind the rear wheel, the purpose of which will become apparent...



Photo 2250, by **Tube Troll**, added to LTSV on 08/05/2008.

Another view of Ford Transit Connect 5992F at Cockfosters Depot on 11th March 2007 shows the roof bars and glazed rear doors (complete with wipers). The rear doors on this example are of the 250 degree variety, the double-jointed hinges allowing them to open almost against the bodywork. The black objects on the rear of the sides and the doors are presumably either bumpers or catches to hold the doors in the open position. Compare the hinges to those on standard 5779F (photo 1598).



Photo 2251, by **Tube Troll**, added to LTSV on 08/05/2008.

6043F is a Ford Transit dropside truck with crew cab, allocated to Arnos Grove where it was photographed on 11th March 2007. The Mark 6 and 7 Transits have a more spacious crew cab than earlier versions such as Mark 4 4292F (photo 1664)



Photo 2252, by **Tube Troll**, added to LTSV on 08/05/2008.

Basking in some reflected sunshine, this is Renault Kangoo estate car 6095R (number not carried) at Arnos Grove traincrew depot on 11th March 2007. A good view of the service vehicles at this location can be had from the estate road visible in the background but it is nice to have photos from the other side of the fence for a change.



Photo 2253, by **Damon Cross**, added to LTSV on 08/05/2008.

The south end of the lorry yard at Acton Works is often host to some of the smaller vans in the fleet, particularly those used for mail deliveries. Ford Transit Connect 6214F is thought to be one of these and was present on 26th April 2008. Parked alongside was Ford Transit 6426F. This is a 'stretched' minibus, similar to 5724F, which it may have replaced. To the left is sold Mercedes-Benz 1520 artic tractor 2552M awaiting collection, while on the right is flatbed lorry 2487M, also thought to be due for disposal. In the background are mini refuse truck 2556M, a pair of box trailers, and 'camera van' LM55FJD (see photo 1828).



Photo 2254, by **Ray Monk**, added to LTSV on 08/05/2008.

Ray was unable to get a better angle on this shot of Mark 7 Ford Tourneo Minibus 6249F at Stanmore Station on 2nd April 2008 but it does serve to illustrate the colour-coded grille/bumper option. This was common on Mark 5 Tourneos such as 4820F (photo 554) but not on the Mark 6 (see 5647F, photo 1329).



Photo 2255, by **Thomas Young**, added to LTSV on 08/05/2008.
 Unfortunately positioned wheellie bin aside, this view shows Ford Transit short-wheelbase van 6293F in Metronet livery at Edgware Road Station on 26th April 2008. In recent years the number of SVs to be seen at this location appears to have reduced, and the small yard has also had a substantial security gate fitted.



Photo 2256, by **Graham Brown**, added to LTSV on 08/05/2008.
 The first of three rear views of LBSL IRUs shows 6357M at Aldgate on 3rd April 2008. A 1:76 scale model of similar vehicle 6351M is due for release by Creative Master Northcord in summer 2008.



Photo 2257, by **Tube Troll**, added to LTSV on 08/05/2008.
 LBSL Incident Response Unit 6363M is seen at work in the London Borough of Barnet on 24th March 2008, with some fine flying buttresses in the background.



Photo 2258, by **Tube Troll**, added to LTSV on 08/05/2008.
 6364M was the first of the Mercedes-Benz Sprinter IRUs to arrive and was the only one to enter service in 2007. On 3rd April 2008 it was found on the forecourt of Arnos Grove station.

Photo 2259, by **Thomas Young**, added to LTSV on 08/05/2008.

A slightly rosey photograph but it does let me keep the 'highest numbered SV picture' trophy for a while longer! Ford Transit crew van 6489F can often be seen parked outside Frank Pick house, between Acton Town station and the main lorry yard. It differs from other recent short-wheelbase crew vans in having a light-bar and rear chevrons, and it is lettered as an Escalators Logistic Support Vehicle. The gap between the two buildings in the background is now often home to MAN dropside lorry 2579, formerly resident at Griffith House.

Photo 2260, by **Kim Rennie**, added to LTSV on 08/05/2008.

The hybrid-powered Honda Civic saloon cars leased by London Buses in summer 2007 did not initially carry fleetnumbers but all the '07 registered examples later gained them, using the series 6297H to 6311H. A late arrival was LG57YJM, reported as being based in the basement at Victoria Coach Station but never actually seen! Kim's picture, taken at Aldgate on 13th April 2008, proves that it does exist, and that it does not carry a fleetnumber. It is possible that there is one further car somewhere as the numbers 6303 and 6308 have not yet been accounted for.

Photo 2261, by **Damon Cross**, added to LTSV on 08/05/2008.

Former LCBS uniform issue unit 581J has been in preservation for about 25 years. Now under restoration by Timebus, it was seen at the East Grinstead running day on 27th April 2008. Recent changes have been the uncovering of the blind box and front windows and the addition of a white stripe to its green livery. At present, it retains the blanked out windows on the sides.

Photo 2262, by **Damon Cross**, added to LTSV on 08/05/2008.

AEC Regent MXX244 started life as bus RLH44 in the London Transport fleet. In 1971 it was extensively rebuilt as service vehicle 581J, a mobile uniform issue unit for use by London Country. If you ignore the telephone number on the shop front (and the satellite dish just visible on the wall), this picture could be from almost any period. It was in fact taken in East Grinstead on 27th April 2008, during the vintage bus running day.

Alternative caption. During the great glassworkers strike of the early 1950s, London Buses were built with just two windows on each side....



Photo 2263, by **Graham Scrivener**, added to LTSV on 08/05/2008.

This is the only photograph I have of AEC Regent uniform issue unit 581J during its working career. Taken at Garston garage on 19th May 1980 it shows the plated side and front windows (and blind box) and also the enclosed platform and new side door fitted.



Photo 2264, by **Ken Lansdowne**, added to LTSV on 08/05/2008.

The traditional style fleetnumbers carried by service vehicles of Arriva's London Tour operation are a nice touch but slightly at odds with the rather modern livery worn. MV7 is a Vauxhall Astra van seen at Temple Station on 6th April 2008.



Photo 2265, by **Ray Monk**, added to LTSV on 08/05/2008.

GY03PFG is a Renault Kangoo van first reported on a Go-Ahead group fleetlist and shown as being based at Gatwick (for reasons unknown). However, it was later transferred to the Docklands Buses operation when this joined the group in September 2006. On 25th April 2008 it was captured near the Silvertown base, with a fleetname that appears to just read 'buses', in a rather curious font!



Photo 2266, by **Malcolm Millichip**, added to LTSV on 08/05/2008.

Both of these vehicles are used by bus operator NCP Challenger, although only the nearer one advertises the fact. This is Vauxhall Combo LR03MTX, believed to be used as an engineering van. Parked beyond is Nissan Vanette X254YTY, used as a crew ferry vehicle. Photo taken at Manor Circus, Richmond, on 22nd April 2008.



Photo 2267, by **Ray Monk**, added to LTSV on 08/05/2008.

Another mystery vehicle. Ford Transit van W626DVX is regularly parked next to Maze Hill station near Greenwich and, as this picture taken there on 20th April 2008 shows, has several LBSL-style roundels applied. It is presumably used by a maintenance or cleaning contractor.



Photo 2268, by **James Mair**, added to LTSV on 08/05/2008.

I was reviewing the photo collection recently and I realised I had never published a picture of Scania artic 2577. This vehicle was acquired second-hand in 2000, along with two fuel oil tank trailers (T71 and T72), as a response to the fuel strikes and shortages of the time. Existing service vehicles could not be used since artic tractors for oil traffic are required to have modified exhaust pipes (visible under the front bumper here) to reduce the risk of fires. Having seen little activity it was sold a few years later. However, as this photograph proves, it was put to more general use on at least one occasion. Coming down Bollo Lane towards Acton works in 2002 or 2003, it has trailer T74 in tow, loaded with train bogies.



Photo 2269, by **Colin Lloyd**, added to LTSV on 04/06/2008.

As well as a growing number of Toyota Prius hybrid cars, the TfL Streets fleet includes at least 12 Vauxhall Astras. Most are estates like LM06FEO, seen here turning outside Victoria Coach Station on 16th April 2008.

Photo 2270, by **Colin Lloyd**, added to LTSV on 04/06/2008.

For some reason, the five Vauxhall Astra cars delivered to TfL Streets in early 2007 lack the additional 'London Streets' side lettering found on most vehicles in this livery. Estate LR56OHW was caught passing Parliament Square on 23rd April 2008.

Photo 2271, by **Damon Cross**, added to LTSV on 04/06/2008.

LT Museum collection 89Q had a rare outing to the Brighton HCVS rally on 4th May 2008. Having successfully completed the journey, it was photographed backing into its slot.

Photo 2272, by **Damon Cross**, added to LTSV on 04/06/2008.

AEC Mercury tower wagon 89Q from the LT Museum collection took part in the HCVS rally to Brighton on 4th May 2008. By lunchtime it was hemmed in by similarly vintage machines, making photography difficult. Damon took this unusual view from the elevated promenade, usefully showing some details of the tower lifting gear and platform.

Photo 2273, by **Damon Cross**, added to LTSV on 04/06/2008.

I am still finding it hard to keep a track of the allocations for the new ERU rescue tenders. On 5th May 2008 Damon found a pair at Vauxhall. Long cab 2594 on the right had until then only been seen at Acton Works, while short cab 2599 on the left had previously been based at Camden then Tottenham. Also present was manager's car LR06VZY.

Photo 2274, by **Damon Cross**, added to LTSV on 04/06/2008.

Vauxhall has radically changed since I used to pass through it as a schoolboy in the early 1980s. Remember the cold store and the coach park? Anyway, on 5th May 2008 the bus station was host to a pair of LBSL vans. Nearest the camera is Incident Response Unit 6348M, while in front is Infrastructure Development VW Transporter 5781VW. Both vehicles are nominally based at Thornton Heath but can be seen almost anywhere in south London.

Photo 2275, by **Ray Monk**, added to LTSV on 04/06/2008.

Apart from those relating to company take overs, service vehicles from one operator very rarely see re-use in another operator's fleet. The exception that proves the rule was the acquisition in late 2007 and early 2008 of two second-hand vehicles by Travel London. Both had already been used as SVs and, by coincidence, both were allocated to the Battersea garage. By further coincidence, Ray photographed both of them there on 6th May 2008. The 2008 addition was Ford Transit KJ03DYH. As the livery suggests, this was a former LUL vehicle, having been number 5479F in the Metronet fleet. During that time it had been converted from a plain van to a crew van, while Travel London further modified it by adding a light-bar and rear spot lights. Note that the side fleetname appears to have been reapplied higher than at first, and that the logos lack the 'W' segment.

Photo 2276, by **Ray Monk**, added to LTSV on 04/06/2008.

The other second-time-SV photographed by Ray at Battersea garage on 6th May 2008 was Citroen Berlingo estate RA53WKP. This had been new to Metroline at Edgware in 2003 but was acquired by Travel London in late 2007. Neither operator bothered to apply any lettering.

Photo 2277, by **Malcolm Conway**, added to LTSV on 04/06/2008.

Although allocated new fleetnumber 8931 on paper, Mercedes-Benz Sprinter minibus T575FFC of the Travel London fleet was still carrying its 875 number (dating back to its TGM days) when seen at Hatton Cross on 10th May 2008. Numerous crew ferry vehicles visit this location during the day and, while Travel London mainly uses minibuses, Transdev employs a fleet of Ford Fiesta vans.



Photo 2278, by **Ray Monk**, added to LTSV on 04/06/2008.

Ford Transit minibus HV02LNE has been in the Travel London fleet since at least 2004, and may have been used earlier by Connex. Despite this, it has always operated in an anonymous white livery, as seen here at Battersea garage on 10th May 2008. In the Travel London fleet renumbering exercise of 2007, this became 8944 but there have been no reports yet of new numbers being applied to any of the fleet.

Comment by *Thomas Young* on 23/06/2008: Well, I say that... but it has a roundel and Travel London logo on the rear!



Photo 2279, by **Thomas Young**, added to LTSV on 04/06/2008.

With ongoing work in connection with the introduction of a new train fleet, closures of parts (or all) of the Victoria line have been a frequent occurrence in recent months. One such suspension, on 10th May 2008, resulted in the rare chance to photograph one of the Lillie Bridge based 'builders' SVs away from home. Ford Transit dropside 5984F was found parked outside Pimlico station in company with a similar hired vehicle. As with most of the builders fleet, a tail-lift is not fitted.



Photo 2280, by **Thomas Young**, added to LTSV on 04/06/2008.

Something of a scoop for me personally was finding VW Transporter van 6186VW parked near Pimlico tube station on 10th May 2008. One of a batch of 20 similar vehicles that arrived in spring 2007, they tend to be nocturnal and this was the first example I had seen. 6186VW had additional cab-side lettering for 'Signal Projects BCV', and was parked alongside Metronet-logoed Ford Mondeo VA54BWY.



Photo 2281, by **Thomas Young**, added to LTSV on 04/06/2008.

Another view of VW Transporter 6186VW near Pimlico tube on 10th May 2008 shows the curious roof arrangement of this type. On the left is Ford Mondeo saloon VA54BWY (seen earlier at Lillie Bridge), one of several un-numbered cars to have gained Metronet logos in recent months.

Photo 2282, by **Kim Rennie**, added to LTSV on 04/06/2008.

The Jubilee Line Signal Department received four new Ford Transit crew vans in spring 2007, recognisable by their plain white livery with additional side lettering, and by the presence of a tube and some other technical gubbins on the roof rack. Three were in the 6338-6340F range while the fourth does not carry a fleetnumber. Wembley, Neasden and Stratford are good places to see the vans and Kim found 6339F at Stratford Station on 14th May 2008.

Photo 2283, by **Ray Monk**, added to LTSV on 04/06/2008.

There are two slightly odd things about this Arriva London Vauxhall Combo van found at Becontree Heath bus station on 19th May 2008. Firstly, it is numbered in the crew ferry series as 90. Vehicles at north London garages usually use the 1 to 43 range, while the 87 to 92 range is for those at Croydon. Perhaps it was transferred. Secondly, that is not how you spell discourteously!

Photo 2284, by **Ray Monk**, added to LTSV on 04/06/2008.

Having said that second-use of SVs is rare, this picture would appear to prove me wrong. Ford Transit van LY51HZL was new to London Central at Camberwell but by 19th May 2008 was in use with Blue Triangle. However, Blue Triangle is now part of the same Go-Ahead group as London Central, and the van was presumably cascaded down to replace older vehicles. Since transfer, its livery has been modified with the yellow stripes at the front removed, the nose repainted black, and new lettering applied. It has also gained new lightbars. Seen at Romford station.

Photo 2285, by **Ray Monk**, added to LTSV on 04/06/2008.

The Docklands Buses base at Silvertown is rather remote from the bus routes it operates, so crew ferry vehicles are needed. Along with some cars, at least two silver Ford Tourneo minibuses are used, including EX06AYD seen at Ilford on 19th May 2008. Parked behind is one of the company's MCV Evolution bodied Dart buses.

Photo 2286, by **Graham Brown**, added to LTSV on 04/06/2008.

Another addition to the impressive Sovereign Recovery fleet is this Volvo registered N8SOV, seen outside the Red Arrow base on Cornwall Road, Waterloo, on 19th May 2008. Points to note include the usual plethora of front lights, the curious front 'step' extension, the open side lockers and the non-standard registration plate. In the background can be seen the bridge and footbridge of Waterloo East station.

Comment by *Jonathan Bale* on 08/09/2009: Looking at this picture, not only is the numberplate 'non-standard' -it appears to be of illegal font and size

Photo 2287, by **Graham Brown**, added to LTSV on 04/06/2008.

The turn from Cornwall Road into the Red Arrow base at Waterloo is a tight one, with space both on the road and in the depot at a premium. The drivers of the Mercedes-Benz Citaro articulated buses that work from here are quite well practiced at the manoeuvre but spare a thought for this guy. Not only does he have a large Volvo recovery truck to handle but also the extra 18 metres of a Citaro on suspended tow. This picture shows N8SOV on 19th May 2008.

Photo 2288, by **Ray Monk**, added to LTSV on 04/06/2008.

This Vauxhall Vivaro van was first seen at Fulwell garage in September 2006, at which time it was in plain white livery with no extra fittings. It later acquired roof beacons, spot-lights and a 'livery' seemingly made using orange sticky tape. More importantly, it had the logo of bus operator NCP Challenger applied to the rear. It was photographed on 21st May 2008 on Manor Road, Richmond. North Sheen station can be seen in the distance and the vehicle had been called to the Manor Circus terminus of NCP route 493.

Photo 2289, by **Ken Lansdowne**, added to LTSV on 04/06/2008.

Of the 26 Mercedes-Benz Sprinter 'Incident Response Unit' vans delivered to London Buses in early 2008, this is the 21st to be illustrated on this site. 6361M arrived in January and has been noted at various locations in south and central London. On 24th May that year, it was to be found at Addington Interchange.



Photo 2290, by **Graham Brown**, added to LTSV on 04/06/2008.

An incident at Becontree on 27th May 2008 saw two ERU vehicles in attendance. First up is long cab 2598.



Photo 2291, by **Graham Brown**, added to LTSV on 04/06/2008.

Short-cabbed Mercedes Benz Atego Emergency Response Unit tender 2601 was parked at Becontree station on 27th May 2008.



Photo 2292, by **Graham Brown**, added to LTSV on 04/06/2008.

East Thames Buses received a pair of new long-wheelbase Ford Transit vans in early 2008. In a white livery with company logos and IRU-style side and rear chevrons, they were also fitted with old-type light bars. ETB is owned by London Buses and their service vehicles are sourced through the Tube Lines offices at Acton, hence the KB57 registrations common to many JNP/Metronet vehicles. KB57OSC was found at a deceptively leafy Lewisham Bus Station on 28th May 2008, parked next to crew ferry minibus M429BLO (the latter still displaying its E10 fleetnumber).



Photo 2293, by **Malcolm Conway**, added to LTSV on 04/06/2008.

The Arriva operations in southern Essex are managed as an outpost of Arriva Southern Counties, hence their crew ferry cars are numbered in a CF-prefixed series rather than the purely numeric series used by Arriva Shires. A couple of routes operate (from Grays garage) into Romford and seen near the station there on 30th May 2008 was Vauxhall Astra car EK51YPX. This is allocated the number CF9 but it does not seem to be displayed, the only 'livery' being the orange Arriva logos on front and sides. Note also that this car is not an Estate as was originally reported.



Photo 2294, by **Malcolm Conway**, added to LTSV on 04/06/2008.

I am guessing we don't have any correspondents based in the Romford area as this vehicle has been only rarely reported and (until now) never photographed. New to the Stagecoach fleet as number 95085, it is a Ford Transit Connect van. When sold to the East London Bus Group, the fleetnumbers were removed and new company logos applied. The lettering usefully gives the vehicle's base and role, as well as the fact that there is a 'fire extinguisher in drivers cab'. Does it have another cab?! Seen at Romford on 30th May 2008.



Photo 2295, by **Malcolm Conway**, added to LTSV on 04/06/2008.

Ford Transit dropside truck 5887F has been an occasional night-time visitor to Griffith House since delivery in June 2006 but has never before been photographed. Part of the Metronet BCV fleet, it was caught as it passed Elephant and Castle station on 30th May 2008.



Photo 2296, by **Malcolm Conway**, added to LTSV on 04/06/2008.

One of the six Toyota Prius hybrid cars delivered to TfL Streets in November 2006, RE56LDD was found rounding the Elephant and Castle roundabouts on 30th May 2008. As with most such vehicles, it carries the bright white and orange livery although this example is not fitted with a lightbar.



Photo 2297, by **Ray Monk**, added to LTSV on 04/06/2008.

One of two new Ford Transit vans delivered to East Thames Buses in spring 2008, KB57OPL was tracked down at the Mandela Way operating centre on 30th May 2008. Notable is the prominent side and rear striping, almost identical to that applied to the recent LBSL IRU vans.

Photo 2298, by **Kim Rennie**, added to LTSV on 04/06/2008.

After a large batch in 2006, subsequent deliveries of Toyota Prius hybrid cars for the TfL Streets fleet have appeared in ones and twos, with registration numbers in a variety of series. SM57JWY is the only example so far to have been registered in Scotland and it was seen at Bow on 2nd June 2008.

Photo 2299, by **Colin Lloyd**, added to LTSV on 22/06/2008.

Here is a first proper look at a former ERU Volvo demountable in general use. 2569V was caught as it rounded Marble Arch on 10th June 2008. The most noticeable change is the repaint of the front panel from red (with white lettering) to plain white. Other changes are the removal of the red and white side striping and addition of Tube Lines logos. The Emergency lettering on the illuminated headboard has been painted out but is still visible. Note that the wheel cut-out on the dropside body lines up with the wheels, something that did not happen with the Mercedes and Iveco lorries. It is thought that the bodies were modified when the Volvos were delivered, although they were very rarely used together until the recent redeployment.

Photo 2300, by **Ray Monk**, added to LTSV on 22/06/2008.

Two Iveco Stralis demountable lorries were delivered in spring 2008 and appear to be direct replacements for SuperCargo demountables 2554F and 2555F in as much as that they carry the same longer bodies. The new lorries were among the first not to be assigned fleetnumbers, LK08LDV (seen here entering Acton works on 20th June 2008) being referred to internally as 'LDV'. Note the amount of mirrors fitted. The triple dropside body carried is most likely DB22.

Photo 2301, by **Ray Monk**, added to LTSV on 22/06/2008.

Volkswagen Touran car 6397VW has been based at Therapia Lane since delivery in early 2008, making it hard to photograph. However, on 3rd June that year, it was found near the back of Sycamore House, Thornton Heath. A similar car has been reported at Wembley Olympic Way.

Photo 2302, by **Kim Rennie**, added to LTSV on 22/06/2008.

This is not a bog standard Transit! 6463F is one of at least two Staff Welfare Facility vans delivered to Tube Lines in recent months, 6394F being another. Kim found the van parked near Arsenal Station during works there on 14th June 2008. Based on a long-wheelbase, extended length, high-roof Transit 115 T350, the conversions were supplied by Clarks, although the interior fit is not known. Presumably it may include staff washing and cooking facilities, or perhaps toilets. Notable on the exterior are the lettering on the front dome and the pull-out step below the side door.

Photo 2303, by **Kim Rennie**, added to LTSV on 22/06/2008.

Another view of 'jumbo' Transit Staff Welfare Facility van 6463F at Arsenal Station on 14th June 2008 shows the rear aspect. Notable features include the additional lettering at high level, the 'fold-back' doors with their distinctive hinges and bumps, and the large step at the bottom.

Photo 2304, by **Malcolm Conway**, added to LTSV on 22/06/2008.

Following the retreat of First from their Orpington outpost, just one of the crew ferry cars used there has so far turned up elsewhere. Ford Fiesta YH04XTL still carries its 'local' fleetnumber 6 and has been treated to replacement wheeltrims since last illustrated (see photo 1236). It was seen parked at Turnpike Lane bus station on 9th June 2008, suggesting that it was based at Northumberland Park and serving recently won route 231.

Comment by *Ray* on 23/06/2008: Both 5 & 7 have been reported elsewhere (Pinner & Slough) but not for the 231 presumably.

Comment by *Thomas Young* on 23/06/2008: Thanks Ray. Note to self; Check my facts before posting captions in future!

Photo 2305, by **Colin Lloyd**, added to LTSV on 22/06/2008.

Curtain-sides are very rarely used on mid-sized service vehicles, although CDS did operate a fleet of Mercedes-Benz 307D and 410D trucks in the 1980s and 1990s. Seen here is the first reported example of a curtain-sided Ford Transit truck. Although unlettered, HJ08GMO is in the Arriva London fleet and replaced long-serving H215FLB (originally CDS 2485M, see photo 2215) at the end of April 2008. As well as the plastic curtains, it has full-sized rear doors. The vehicle is employed ferrying engineering parts between bus garages and seems to work to a timetable of sorts. Seen at its home base of Wood Green on 28th May 2008.



Photo 2306, by **David Clinker**, added to LTSV on 22/06/2008.

New contributor David Clinker recently sent in a batch of photographs taken in the early 1960s, and the first three of these have been published today. The first shows unique Austin BMC lorry 979AS parked at the bottom of Villiers Street (next to Embankment station) on 3rd September 1962. Fitted with a winch and with flaps in the front of the body to allow carriage of overlength items, this vehicle was used by the lifts and escalators department based at Griffith House.



Photo 2307, by **David Clinker**, added to LTSV on 22/06/2008.

1028AS was from a batch of 8 Austin LD vans delivered in 1955 and based mainly at Chiswick. With 17hp available (exactly a fifth of that in current Ford Transits) they could carry 1 ton. 1028AS was photographed at Hanwell Garage on 22nd August 1962, and was withdrawn in 1964.



Photo 2308, by **David Clinker**, added to LTSV on 22/06/2008.

Quite an array of Thames Traders are visible in this photo taken at Parsons Green on 19th July 1962, with tippers 1193F (left) and 1192F (right) to the fore. The grey livery had only recently been introduced when this batch was delivered in January 1961 and, along with some dropside lorries, they wore a hybrid livery of grey cabs with green bodywork. Further back are two more tippers in all grey, from the 1208F-1212F batch, and a low frame trailer.

Photo 2309, by **Thomas Young**, added to LTSV on 07/07/2008.

I have included this far from perfect photo for a number of reasons. Firstly it shows several previously unseen service vehicles, secondly it was taken at a location not visited before. Thirdly, as it includes Ford Transits, there is bound to be something I can say about them! And finally, this is typical of the sort of view that you get of SVs at many places around London. The location is Westdown Road, Leyton, formerly a Central Line power supply substation but now a Metronet maintenance and training depot. Present on 5th July 2008 were (from left) silver crew van 6314F, white/blue crew van 6125F and minibus 6071F. To their right is a Vauxhall Astra registered LM57AVT (although we could not see if this was numbered or even liveried) and, almost hidden behind the tree, Transit van 5736F. Note that the rear step on the Transits is different in each case, and that the height of the blue skirt on the rear doors also varies.

Photo 2310, by **Kim Rennie**, added to LTSV on 07/07/2008.

Here is another of the elusive Metronet mid-height VW Transporter vans from the 6169VW-6188VW batch. The subject here is 6184VW, caught as it passed Monument Station. The RTW in the background is a clue to the date, this being on the heritage running day on Sunday 29th June 2008.

Photo 2311, by **Thomas Young**, added to LTSV on 07/07/2008.

The reconstruction work at Stratford Jubilee Line Station is nearing completion, and more of the yard has been reopened for use. Parked there on 28th June 2008 were five service vehicles carrying four different liveries. To the left are white Transit crew van 6340F and white/blue Focus estate 5760F. To the right are mail van 6215F making a delivery and, more interestingly, former LBSL VW LT minibus 5613VW. As can be seen, this retains LBSL red/orange livery but has had Tube Lines labels applied. Just visible in the bottom left is silver Ford Tourneo minibus KD55MHA. The van in the bottom right is not thought to be a service vehicle.

Photo 2312, by **Kim Rennie**, added to LTSV on 07/07/2008.

On display at Bow Garage open day on 28th June 2008 was London Buses Incident Response Unit 6362M.

Photo 2313, by **Ray Monk**, added to LTSV on 07/07/2008.

When we first saw this photo we assumed it was of a Transit tipper, clues being the unpainted bodywork (most dropsides have blue bodies), the high mud-guards and the headboard. However, looking at the Ford Transit specification sheet, it appears that this is a factory-fitted dropside body after all. These have all the features above, plus the step below the front. 6386F was probably brand new (note the lack of dirt in the back) when seen on Cody Road, West Ham on 3rd July 2008. This location is close to the new West Ham bus garage but there is also a Grant Rail depot nearby, which could explain the presence of a Tube Lines vehicle.

Photo 2314, by **Ray Monk**, added to LTSV on 07/07/2008.

The next eight photos were all taken at Crossharbour Bus Station in London's Docklands. As well as various crew ferry vehicles, engineering SVs are also sometimes seen here. On 25th June 2008, Ray found Arriva London Land Rover N48BSL attending to a T class Enviro 400 bus. Based at the former Dix garage in Dagenham, this vehicle has evidently been repainted in recent months (compare to photo 1682 from 2006).

Photo 2315, by **Ray Monk**, added to LTSV on 07/07/2008.

The repainting of Arriva London Land Rover N48BSL is more apparent from the rear (again, compare to the 2006 view). Note that the side windows on the rear have been covered over. One minor change is the loss of the Arriva logo from the spare wheel cover. Seen at Crossharbour on 25th June 2008.

Photo 2316, by **Ray Monk**, added to LTSV on 07/07/2008.

New route 135 runs between Old Street and Crossharbour but is worked by the Arriva London depot at Dagenham (Barking). This results in a need for crew ferry vehicles, most of which are newly delivered Vauxhall Corsa cars. Some of the older Vauxhall Combo vans are also used, as shown by this view of van number 39 taken at Crossharbour on 26th June 2008. Parked behind is a hired van.

Photo 2317, by **Ray Monk**, added to LTSV on 07/07/2008.

One of the new Vauxhall Corsa cars delivered to Arriva London in connection with new route 135 is number 96, seen at Crossharbour Bus Station on 25th June 2008. Come on!

Photo 2318, by **Ray Monk**, added to LTSV on 07/07/2008.

While their massive Volvo breakdown lorries attract more attention, Sovereign Recovery also runs a fleet of standard vans for roadside engineering assistance. Typical of these is Ford Transit EJ56VVA, found at Crossharbour Bus Station on 25th June 2008. Note that a fleet number is painted close to the fuel filler point but it is not readable in the original photo.

Photo 2319, by **Ray Monk**, added to LTSV on 07/07/2008.

Crossharbour Bus Station in the Docklands area of east London is served by routes run by East London, First London and Arriva London. Crews for First London routes are ferried in a fleet of plain white minibuses such as this Mercedes Sprinter Y863DAC seen on 25th June 2008. None have any lettering although a few have yellow bonnets as here. Contractor Door 2 Door formerly performed such work, with vehicles in their white livery. It is not known whether these continue (but with the lettering removed) or if the contract has been awarded to another firm (or even taken in house). Parked behind is newly delivered Arriva London Vauxhall Corsa YP08YPG.

Photo 2320, by **Ray Monk**, added to LTSV on 07/07/2008.

Another of the plain white minibuses used to ferry First London bus crews to Crossharbour Bus Station is Volkswagen LT35 LY02LUR, seen on 3rd July 2008.

Photo 2321, by **Ray Monk**, added to LTSV on 07/07/2008.

The third type of anonymous crew ferry minibus working for First in east London is represented by this view of Toyota Hiace LR53VPY at Crossharbour on 26th June 2008. Similar LR53VSF was seen in 2006 carrying full Door 2 Door livery, although it is not clear if they still perform such work. In the background can be seen the crew canteen (summer only!) and a member of the elite Red Cap bus photographers unit.

Photo 2322, by **Thomas Young**, added to LTSV on 07/07/2008.

One of the best displays at the Bow Garage open day on 28th June 2008 was that put on by Sovereign Recovery. They brought two Volvo tow trucks (one of which was used to move the preserved trolleybus) and a Land Rover. To demonstrate the lorries capabilities, N11SOV was arranged with the Land Rover held in a sling several feet off the ground. Note the extended stabilisers, and that the spectacle hoist is also lifted by the same hydraulic rams. Other displays visible include a police van and a dustcart.

Photo 2323, by **Thomas Young**, added to LTSV on 07/07/2008.

A close-up of Sovereign Recovery Land Rover SV55XPE dangling in the air at Bow Garage on 28th June 2008. A fleet number (V06) is painted by the fuel filler and there is only one uncovered window in the rear.

Photo 2324, by **Thomas Young**, added to LTSV on 07/07/2008.

The third Sovereign Recovery vehicle at the Bow Garage open day on 28th June 2008 was Volvo N8SOV, and this view shows the business end. The angled rear stabilisers are in the raised position. Note the scuffing on the bottom of the raised spectacle hoist arm, caused by contact with the road surface whilst in use. The lorry is almost as tall as the double deck Trident bus on the pit road alongside.

Photo 2325, by **Thomas Young**, added to LTSV on 07/07/2008.

Parked near the front of Bow Garage during the open day on 28th June 2008 were a selection of local service vehicles. Stuck in the corner behind the sweeper is rarely seen Transit Connect van HK05PYZ, which has lost its Stagecoach logos in favour of East London ones since it was last illustrated (see photo 1280). Next to this is BMW saloon VLT104 (a former Routemaster registration), believed to be the CEO's car, while at the right is anonymous Ford Focus estate HT05FDA, a crew ferry vehicle originally based at Waterden Road.

Photo 2326, by **Ray Monk**, added to LTSV on 07/07/2008.

While most of us were battling the crowds at Bow on 28th June 2008, Ray took off to North West London and found this previously unreported recovery truck at Edgware Bus Station. KX03ABF is a Volvo like most of the Sovereign Recovery fleet but differs in being a two axle version. In the background can be seen one of the LBSL IRUs.

Photo 2327, by **Ray Monk**, added to LTSV on 07/07/2008.

The fleet of crew ferry vehicles that work for Arriva Shires between Garston Garage and locations in London was supplemented in April 2008 by two second-hand Vauxhall Combo vans. Still without logos or fleetnumber, AV05NUU was found at Edgware Bus Station on 28th June 2008. Note how the van has a second row of seats, although side windows are not provided. Parked behind is Ford Fiesta NC04KZA.

Photo 2328, by **Thomas Young**, added to LTSV on 07/07/2008.

After the Bow Garage open day on 28th June 2008 I had a wander around the Stratford area and found this service vehicle on West Ham Lane. Belonging to Sullivan Buses it was a fairly standard Ford Transit van (medium wheelbase, mid-height) and it was attending to an LDP class bus on rail replacement duties. The bus had lost air pressure for its suspension, and a portable compressor had been lashed up to allow it to be driven back to base.

Photo 2329, by **Ray Monk**, added to LTSV on 07/07/2008.

A new series of crew ferry minibuses for East London started appearing in late June 2008, with reports so far from West Ham and Bow. The batch is numbered in the 960xx series and is divided between Renault Masters (as seen here) and the smaller Renault Traffic model. 96015 (EX08KZN) was caught on 3rd July turning out of Cody Road near the new West Ham garage. It was making the short run to West Ham station. Although unlettered, small fleetnumbers are carried low on the sides and in the windscreen.

Photo 2330, by **Ray Monk**, added to LTSV on 07/07/2008.

New East London Renault Traffic minibus 96011 (EX08KZZ) was caught as it made the turn from North Crescent into Cody Road at West Ham. Note the fleetnumber in the top corner of the windscreen. The new garage is accessed from a turning at the end of this road, beyond the green van. Visible on the left is the large depot used by Grant Rail/GTJV. Vehicles from here are a familiar sight at nocturnal LUL work-sites.

Photo 2331, by **Thomas Young**, added to LTSV on 07/07/2008.

The open day at Potters Bar Garage on 5th July 2008 was not in the same league as the Bow event but interesting nonetheless. Parked inside the garage was unique Mitsubishi L200 pick-up KC55OUM. As can be seen, it has a roof beacon and a 'livery' comprising of a gold stripe! It does however have a Metrolink logo in the rear window.

Photo 2332, by **Thomas Young**, added to LTSV on 07/07/2008.

Visitors to the Potters Bar Garage open day on 5th July 2008 could be forgiven for overlooking this service vehicle that was parked on the forecourt. KS07UCD is unmarked but is one of several Vauxhall Zafira cars employed as crew ferry vehicles at this and other Metrolink garages. Such vehicles seem to have replaced most of the VW minibuses used in recent years. Standing guard in front of the car is a well-known member of the LTSV community, while Mitsubishi Pick up KC55OUM can just be seen inside the garage.

Photo 2333, by **Ray Monk**, added to LTSV on 07/07/2008.

Tube Lines have reversed their recent decision on fleet numbers and will in future be using cast metal numbers. Here we see number 1824 leaving Acton.... Oh, who am I kidding! This photograph shows Mercedes Benz Eonic 1824 dustcart WX08KUT (known internally as 'KUT') leaving Acton works on 26th June 2008. The fleet now has four such vehicles, this two axle variant seemingly having replaced similar but prematurely withdrawn 2576 dating from 2000. The other trio are all three axled.

Photo 2334, by **David Clinker**, added to LTSV on 07/07/2008.

Another shot from David Clinker's vintage collection shows Ford Thames Trader 1/2-tilt lorry 1177F5 at Parsons Green on 19th July 1962. New the previous July, it was one of the last vehicles delivered in green livery. As well as a crew cab and canvas tilt, the vehicle also has the carrying capacity (5 tons) displayed as a subscript suffix to the fleetnumber.

Photo 2335, by **Damon Cross**, added to LTSV on 02/08/2008.

Assuming that it has not been re-registered, this rather smart Ford Escort estate found in Eastbourne on 18th July 2008 was (until November 1979) London Transport 2054F. Apart from the removal of the roof-mounted roundel, it has also had modifications to the grille and bumper. The badge on the radiator reads 'Classic Ford, Dam Busters Tour'.

Photo 2336, by **Kim Rennie**, added to LTSV on 02/08/2008.

Former service vehicles are most recognisable when they retain their original livery, although registration number series can also act as a clue. This high-roof Ford Transit van seen near South Ruislip Station on 9th July 2008 was latterly 5082F. Rather surprisingly, it retains the red bonnet and side battenburgs from its Emergency Response Unit role.

Photo 2337, by **Ray Monk**, added to LTSV on 02/08/2008.

The third of today's trio of ex-SVs is a bit of an oddity. The livery of this minibus seen passing through Upper Belvedere on 17th July 2008 is something of a clue that the vehicle was once part of the LUL fleet. This Ford Transit was in fact Tube Lines 5661F, although it was at the time a van. Centaur is a firm based in Sidcup that specialises in social transport across much of south east London. They have a large fleet of minibuses, and also undertake minibus conversions from panel vans. That would explain the change in this vehicle's appearance, but it does seem odd that they didn't go to the trouble of giving it a repaint.

Photo 2338, by **Malcolm Conway**, added to LTSV on 02/08/2008.

5762F is a Ford Transit dropside truck of the most basic kind, used by Metronet and seen leaving Acton Works on 30th July 2008. It is notable for having truncated fleet numbers on both sides, showing just 762. This appears to have been the case since new so perhaps the missing letters were never applied in the first place.

Photo 2339, by **Ray Monk**, added to LTSV on 02/08/2008.

5925F was the first of a block of 8 Ford Transit dropside trucks (numbered 5925F to 5932F) allocated to Jubilee Line track maintenance. 5925F has a crew cab and was found at North Greenwich station, in the company of several other SVs and contractors vehicles, during a Jubilee Line suspension on 19th July 2008.

Photo 2340, by **Kim Rennie**, added to LTSV on 02/08/2008.

This view is a rarity in two respects. Firstly, it was taken inside Ruislip Depot, one of several locations where the SVs are kept well away from public view. Secondly, it shows a Ford Tourneo Connect, the minibus version of the Transit Connect van. Only four of these vehicles have carried LUL livery, and all were operated by Metronet BCV. BCV also ran several of the similar but slightly smaller Renault Kangoo cars. The rainy day was 9th July 2008.



Photo 2341, by **Damon Cross**, added to LTSV on 02/08/2008.

I don't get many pictures of Ford Rangers, partly because there aren't that many in the fleet, and partly because they are fairly elusive. Damon was fortunate in finding 6134F at Edgware Bus Station on 12th July 2008, as it means we can show the changes made to the design in the past few years. As well as the 'de-chroming' and 'integration' of the front grille and bumper (compare to photo 1035 of earlier vehicle 5435F which has more distinct sections), the trim crease along the bodyside has been removed, presumably to accommodate the enlarged wheel arches.



Photo 2342, by **Ray Monk**, added to LTSV on 02/08/2008.

Here is another photograph that is (slightly) more interesting than it at first appears. The location is the Vauxhall West End dealership on Edgware Road, a place where vehicles being prepared for delivery to Acton can often be seen. The subject here however is Astra van LR07ATN, new in 2007. It was presumably paying a return visit for repair or warranty work. What is interesting is that this van carries number 6137V on both sides, although this is also carried by identical van LM56GLY. Both are lettered for the Metronet Operations Group and it seems likely that one of the two should actually be 6139V. This photo was taken on 29th July 2008.



Photo 2343, by **Colin Smith**, added to LTSV on 16/08/2008.

Colin is the first person to photograph one of the latest additions to the Tube Lines lorry fleet. Iveco Stralis LK08BHX arrived in the first days of August 2008 and was seen here very early on Monday the 4th. As can be seen, this lorry is a three-axle dropside and has a large folding crane behind the cab. I stand ready to be corrected but this is presumably the first three-axle lorry (as distinct from dustcarts and artics) since Bedford TK flatbed trainer 1866B was sold in 1983.



Photo 2344, by **Damon Cross**, added to LTSV on 16/08/2008.

One of several Metronet Ford Transits found parked in the vicinity of Victoria Station on 10th August 2008, this photo shows crew van 6336F.

Photo 2345, by **Ray Monk**, added to LTSV on 16/08/2008.

Seen here turning off Bollo Lane on 7th August 2008 is BX07KJK, a Modec electric van in a variation of Tube Lines livery. Note that the entrance doors are behind the cab. Was it perhaps delivering the milk?!

Photo 2346, by **Ray Monk**, added to LTSV on 16/08/2008.

This van (or one very similar) was first seen back in December 2007, but it was not identified until a couple of sightings in August 2008. LR57OXA is a Volkswagen Caddy van in full LBSL livery (red with orange squares along the sides and yellow/red chevrons on the rear). It carries a light-bar and lettering for Infrastructure Development. It was photographed in the compound behind Orpington Bus Station on 14th August 2008.

Photo 2347, by **Malcolm Conway**, added to LTSV on 16/08/2008.

VO53SCV is unique among the four Ford Galaxy cars acquired by London Buses in autumn 2003 in that it has been fitted with a light-bar and has had rear chevrons applied. This photo taken at Stratford Bus Station on 8th July 2008 shows both these features.

Photo 2348, by **Ray Monk**, added to LTSV on 16/08/2008.

At the beginning of August 2008, Metrobus took delivery of four new Ford Transit Connect vans for use by route controllers. One of two based at Orpington, 9022 was found at Lewisham Bus Station on 11th August alongside older Transit crew van 8009. Both vans display their fleetnumbers in the windscreen.

Photo 2349, by **Ray Monk**, added to LTSV on 16/08/2008.

Possibly the most elusive of the Metrobus service vehicles are the two based at the engineering depot at Lagoon Road. Photographed as it left that location on 14th August 2008, Ford Transit Connect van EF55TRV is numbered 9007 and, according to the company website, serves as a 'Risk van'. Note the small light-bar.

Photo 2350, by **Ray Monk**, added to LTSV on 16/08/2008.

The fleet of Peugeot Partner estate cars used as crew ferry vehicles by Travel London were all acquired from the Royal Mail and therefore carried an appropriate red livery. LK52OJY was caught as it left the Beddington depot on 14th August 2008. Just visible above the windscreen are traces of its former Royal Mail national (left) and local (right) fleetnumbers.

Photo 2351, by **Les Savine**, added to LTSV on 16/08/2008.

Another Travel London Peugeot Partner, this time LL02RNN seen at Morden on 10th August 2008. This vehicle is allocated fleetnumber 8945 but (so far) hardly any Travel London SVs have been seen carrying their new numbers. Note the rear advertisement for snorkelling jobs off the American coast!

Photo 2352, by **Les Savine**, added to LTSV on 16/08/2008.

Another picture from new contributor Les Savine, again taken at Morden station on 10th August 2008. The subject is Toyota Yaris Verso car LB04DFF of Quality Line (Epsom Buses). The Verso variant of the Yaris is significantly taller than the base model. Note the prominent rear lettering, including some Stenning-esque mixed typeface weights!

Photo 2353, by **Les Savine**, added to LTSV on 16/08/2008.

While some of the LBSL Incident Response Units seem tied to a particular location, others rove around a bit more. 6348M is in the latter category, and has been seen at various places in inner and south London. On 10th August 2008 it was caught passing Morden Station.

Photo 2354, by **Ray Monk**, added to LTSV on 16/08/2008.

It is taking a surprisingly long time to obtain photos of all 26 of the recent Mercedes-Benz Sprinter IRUs. 6350M succumbed on 14th August 2008 when Ray found it hiding on Grove Road, near Sycamore House at Thornton Heath. Still needed are photos of 6346M, 6349M, 6352M and 6354M.

Photo 2355, by **Malcolm Conway**, added to LTSV on 16/08/2008.

A very nice shot of new IVECO Stralis demountable LK08LDV making the turn from Bollo Lane into Acton Works on 30th July 2008. The dropside body would appear to be DB22.

Photo 2356, by **Malcolm Conway**, added to LTSV on 16/08/2008.

The Mercedes-Benz Axor lorries that joined the Tube Lines fleet in 2008 have dropside bodywork. WX08KUW was caught as it came down Bollo Lane on 30th July 2008, its destination most likely the lorry yard, hidden behind the trees in the background.



Photo 2357, by **Ray Monk**, added to LTSV on 16/08/2008.

No mistaking the operator of this van! Ford Escort Y562WGC originated in the Armchair fleet (see photo 1439) but has since been relettered and transferred to North Wembley. Note the allocation code and fleetnumber 007 above the windscreen. North Wembley is of course a long way from North Greenwich, where this photograph was taken on 7th July 2008. The answer is probably that the van was on standby in case any of the Metroline buses then being used on DLR enhancement services suffered technical problems.



Photo 2358, by **Malcolm Conway**, added to LTSV on 16/08/2008.

A second view of Metroline Ford Escort van Y562WGC on foreign territory at North Greenwich, this time taken by Malcolm on the 8th July 2008. It has been included as it shows the unusual livery on the rear end.



Photo 2359, by **Malcolm Conway**, added to LTSV on 16/08/2008.

More from North Greenwich, this time a view of an elusive Travel London service vehicle. KJ04YDU is a Peugeot Expert van allocated to Walworth and assigned fleetnumber 8970 in the recent numbering exercise. As can be seen, this number is not carried. Note also that the van has sustained damage to its front panel. The KJ04 registration is interesting as it also features on a number of Ford and Vauxhall vehicles in the CDS fleet.



Photo 2360, by **Ray Monk**, added to LTSV on 16/08/2008.

Another photo taken by Ray at North Greenwich station on 19th July 2008, when many SVs were present in connection with signalling work on the Jubilee Line. 6390V is one of many Vauxhall Combo vans delivered over the past year or so, and carries normal Tube Lines livery. The two Ford Transit dropsides just visible are 5925F on the left and 5929F on the right.

Photo 2361, by **Ray Monk**, added to LTSV on 16/08/2008.

Gravesend is not a location one associates with Tube Lines service vehicles, but that is where Ray found their Ford Transit crew van 5767F on 24th July 2008. As can be seen, this van is actually mid-height rather than high-roof (as has been quoted on the fleetlist here up to now).

Photo 2362, by **Graham Brown**, added to LTSV on 16/08/2008.

LBSL IRU 6366M seen in action on the Strand on 13th July 2008, in company with a London General WVL.

Photo 2363, by **Graham Brown**, added to LTSV on 16/08/2008.

Mercedes-Benz Sprinter 6367M is habitually based at Eltham Bus Station but on 19th July 2008 had ventured as far as Elephant and Castle.

Photo 2364, by **Ray Monk**, added to LTSV on 16/08/2008.

Along with new Enviro 400 buses, Arriva London seems to have acquired some new Vauxhall Corsa crew ferry cars to serve new route 135. Seen at Crossharbour Bus Station on 11th August 2008 is YS08GPO carrying the fleet number 102. It is curious that the numbers have gone into three digits. Numbers in the range 1 to 43 have been used by Arriva London North garages, while 87 to 92 were with Arriva London South. This new batch may include as many as 10 cars as the range appears to start at 93. I wonder why they didn't use numbers between 44 and 86?



Photo 2365, by **Malcolm Conway**, added to LTSV on 16/08/2008.

This high-roof Volkswagen Transporter was new in 2006 or 2007 but was first reported in June 2008. Perhaps it was serving with another part of the First empire until then, although the red livery would make this unlikely. It was caught at the crossroads outside Turnpike Lane Station on 22nd July 2008. Note the mix of roof beacons and light bar.



Photo 2366, by **Colin Lloyd**, added to LTSV on 16/08/2008.

Now one of the oldest service vehicles in the Arriva London fleet, engineering department Vauxhall Combo P781UWK has outlasted many of the similar vans used as crew ferries. Based at Wood Green, it was on a callout to Southgate Station when photographed on 22nd July 2008. Engineering vans can generally be distinguished by having light-bars and lacking fleetnumbers. Their Arriva logos are also usually orange compared to the blue common on crew ferries.



Photo 2367, by **Damon Cross**, added to LTSV on 16/08/2008.

My recent comments on Ford Rangers prompted Damon to send in photos of all three such vehicles operated by Brighton and Hove. As part of the very occasional coverage of non-London service vehicles, I am publishing this view of GR04XUN, taken on 30th July 2008 as it was being pursued by a Scania Omni-whatsit (Dekka?). The vehicle has a light-bar, hard-top and a small crew compartment without doors. Apart from the height of the hard-top, it would appear to be very similar to 'weedy' 5953F (see photo 1720).

Comment by *Damon* on 16/08/2008: Taken half way down North Street, this is a great spot for photography on a sunny day in Brighton. Gives good shots for a couple of hours around lunchtime - this was taken at about 1330. There's an endless stream of buses down this road including open-toppers from Devil's Dyke and the City Sightseeing fleet as well. The main road at Churchill Square is also great earlier on. Those of you from London can get a Southern Daysave ticket on the internet for a tenner if you fancy a trip down on the Brighton Express from Victoria. Southern Advance is three quid each way or a Downlander is £12.50 and gives you buses as well. B & H do a Super saver for £2.80 on the internet - that's their whole network for £2.80 for the day - bargain! All these tickets are available on the internet. So why not get out of London for the day?!

Photo 2368, by **Thomas Young**, added to LTSV on 16/09/2008.

This Mercedes-Benz Actros was first glimpsed through the bushes at Acton Works in February 2008. However, it was not to be seen again until August that year, at which point we discovered that it was actually numbered 2603. This must therefore have been the last lorry delivered before the decision was made to abandon fleet numbering for heavy lorries. It has the same 2-axle configuration as the original Actros artics (2559M to 2561M) but with a day cab to the revised design first seen on 2591. On 20th August it was caught entering Acton Works with dropside trailer CT44 in tow.

Photo 2369, by **Kim Rennie**, added to LTSV on 16/09/2008.

Another shot taken at Ruislip Depot on my wet birthday (9th July 2008), this time showing the back end of Metronet Ford Transit Connect 5852F. There are three different depths of blue skirt to be found on LUL-liveried Connects, and this is the lowest (a mini-skirt?), resulting in no blue on the rear end. The silver Ford Focus estates alongside may also be service vehicles, while in the background can be seen some of the many yellow wagons based here.

Photo 2370, by **John Lloyd-Martin**, added to LTSV on 16/09/2008.

Vehicles 5880F to 5885F are a batch of Metronet Ford Transit crew vans that congregate most evenings at Griffith House before going off on jobs. Where they live during the daytime is a mystery. Even within the batch there are minor differences. 5882F, seen here on Harcourt Street on 19th August 2008, is one with larger than standard Metronet logos. It also has an offside fuel filler point for LPG.

Photo 2371, by **John Lloyd-Martin**, added to LTSV on 16/09/2008.

Another van from the 5880F to 5885F batch that was seen on the night of 19th August 2008 was 5884F, parked on Harcourt Street near Griffith House. This one has the standard sized logo and, unlike most Ford Transits, a petrol engine. In the early days of Ford Transits this would be distinguished by a different bonnet shape. Today you need to look at the lettering on the fuel filler flap.

Photo 2372, by **Ray Monk**, added to LTSV on 16/09/2008.

5959F is one of the Metronet service vehicles that live in Metroland, in this case Rickmansworth. On 8th September 2008 it was paying a visit to Acton Works and was caught as it left, showing off its incorrectly applied nearside fleetnumber (shows 5995F).

Photo 2373, by **London Spotter**, added to LTSV on 16/09/2008.

5978F is a Ford Transit crew van of Metronet that is usually kept behind the shutters at Griffith House. On 17th August 2008 it was found catching a bit of sunshine on nearby Harcourt Street.

Photo 2374, by **Ray Monk**, added to LTSV on 16/09/2008.

Backing out of Griffith House on 13th August 2008 was Ford Tourneo minibus 6280F. Used by Metronet, this vehicle carries a slightly unusual livery of white with red/blue chevrons on the front and red/yellow ones on the rear. Inside the shed is 5978F.

Photo 2375, by **Ray Monk**, added to LTSV on 16/09/2008.

This is a familiar view but an unfamiliar vehicle. Seen at Wembley Olympic Way on 18th August 2008, the car is Honda Civic hybrid 6303H. Part of a batch leased for LBSL in summer 2007, 6303H is one of the more elusive ones, not being reported until May 2008. There is still a gap in the numbers for this batch (6308) so it may be that there are further examples hiding somewhere.



Photo 2376, by **John Lloyd-Martin**, added to LTSV on 16/09/2008.

Vauxhall Astra van 6326V is used by Metronet and is a regular night-time visitor to Griffith House. On 19th August 2008 it was parked near the bottom of Harcourt Street along with a good number of other SVs.



Photo 2377, by **Colin Lloyd**, added to LTSV on 16/09/2008.

London Buses IRU 6349M makes the turn into Addington Interchange on 4th September 2008. There is no sign yet of the second batch of Incident Response Units that has reportedly been ordered.



Photo 2378, by **Glyn Matthews**, added to LTSV on 16/09/2008.

The first picture from new contributor Glyn shows London Buses Incident Response Unit 6354M at Kensal Rise Station on 8th September 2008. This was during the large rail replacement service for the Overground route. The lights are on because this picture was taken at 6:30am!



Photo 2379, by **John Lloyd-Martin**, added to LTSV on 16/09/2008.

The fact that most of the 5880F to 5885F batch of Metronet Ford Transit crew vans can be seen around Griffith House at night was mentioned recently. They have now been joined by a larger batch of similar vehicles, with fleetnumbers between 6412F and 6423F. On the night of 19th August 2008, John snapped diesel-engined 6418F on Harcourt Street.



Photo 2380, by **Ray Monk**, added to LTSV on 16/09/2008.

A new Jumbo Ford Transit for Metronet is 6434F, seen leaving Acton Works on 12th September 2008.



Photo 2381, by **Ray Monk**, added to LTSV on 16/09/2008.

Fairly new but seemingly already damaged, 6445F is a slightly unusual Ford Transit in being high-roof but medium wheelbase. That perhaps explains why it has three roof bars instead of the more normal four. The van is liveried for Tube Lines as it is based at the Piccadilly line depot at Northfields and it was seen close to home at Acton Town station on 8th September 2008.



Photo 2382, by **Glyn Matthews**, added to LTSV on 16/09/2008.

Another Metronet Jumbo Transit, this time a crew van. 6448F was found parked on Woking Road by the side of Barking Station on 7th September 2008.



Photo 2383, by **Ray Monk**, added to LTSV on 16/09/2008.

Having illustrated the first red Volkswagen Caddy van last month (see LR570XA in photo 2346), we now have another one. Although numbered, this example has no other lettering, and we are not entirely sure what department it works for. It has been seen around North London so it may be attached to the London Buses Technical Services Group at Chingford. Ray found 6462VW parked on Bowes Road, Arnos Grove, on 10th September 2008. Besides a non-standard light-bar, the vehicle also sports rear chevrons.

Photo 2384, by **Ray Monk**, added to LTSV on 16/09/2008.

Staff Welfare Facilities vans are a new type for the main service vehicle fleet, with examples entering service with both Metronet and Tube Lines recently. Most are Jumbo Ford Transits, either with or without (as here) extra side windows. 6464F was seen leaving Acton Works on the 1st of September 2008. Apart from the additional lettering, distinguishing features include a pull-out step under the side door, and a light above.

Photo 2385, by **John Lloyd-Martin**, added to LTSV on 16/09/2008.

Ford Transit Connect van 6474F appears to have replaced similar 5771F as the resident van at Bollo House, Acton. It can usually be seen from the road, as here on 19th August 2008.

Photo 2386, by **Ray Monk**, added to LTSV on 16/09/2008.

Compared to most Ford Transit dropsides in the fleet, this example appears particularly short. It also has angular rear wheelarches (suggesting that the body may be a tipper) and a meshed headboard. 6480F is lettered for Metronet and was seen on Bollo Lane, 8th September 2008.

Photo 2387, by **Thomas Young**, added to LTSV on 16/09/2008.

Following the arrival of 6338F to 6340F for the Jubilee Line signals department, similar vehicles are now arriving for use on the Northern Line. 6484F, seen at Finchley Central station on 18th August 2008, shares the same configuration of mid-height, medium wheelbase Transit crew van. It also has the same white livery and roof-rack with tube. Alongside is longer crew van 6117F.

Photo 2388, by **Richard Jones**, added to LTSV on 16/09/2008.

The latest addition to the London Buses Passenger Data fleet is Ford Transit 12-seat minibus 6498F, seen here in some rare sunshine at Chislehurst on 3rd September 2008. This vehicle replaced Ford Tourneo Connect 5769F (see photo 1576), making the PD fleet fully Ford Transit.

Photo 2389, by **Thomas Young**, added to LTSV on 16/09/2008.

An interesting find at Finchley Central station on 18th August 2008 was this recently delivered Ford Transit minibus numbered 6499F. There was a change in legislation regarding the type of licence needed to drive different sizes of passenger vehicles during 2007 and this seems to have resulted in fewer long-wheelbase minibuses entering service. 6499F is a medium-wheelbase Ford Transit, this type generally having 12 seats. It also seems that the application of chevrons to the rear of service vehicles is becoming more widespread. Note the painted-on registration number on Transit Dropside 5787F parked in front.

Photo 2390, by **Colin Lloyd**, added to LTSV on 16/09/2008.

This Transit Connect was seen on Parliament Street on 11th September 2008, suggesting it is one of the internal mail vans. Numbered 6511F, it has a slightly different appearance compared to other recent Connects, with extra lamps in the lower bumper. This may be part of the LX specification, as indicated by the badge on the side. In the background is a London General WVL and one of the new Big Bus Co Visionaires.

Photo 2391, by **Glyn Matthews**, added to LTSV on 16/09/2008.

This was the first 65xx service vehicle photo received, so that prize goes to Glyn. Bonus points for catching a Kangoo out in the open. 6520R was snapped at Upminster station on 7th September 2008. I found this vehicle heading a line of three Metronet Kangoos at Barking about a week later but they were frustratingly hidden behind a tall brick wall.



Photo 2392, by **Graham Brown**, added to LTSV on 20/09/2008.

What the heck! This is not the front of a Mercedes-Benz Citaro bus. It is in fact the rear of a new TfL exhibition unit. Graham found it parked outside the London Transport Museum in Covent Garden on 5th August 2008.



Photo 2393, by **Graham Brown**, added to LTSV on 20/09/2008.

AY07EYZ is a three-axle Citroen Relay exhibition unit, used by the TfL Safety and Citizenship programme. It would appear to be the bus equivalent of tube 5494F (see photo 813), teaching children about using (and behaving!) on buses. As can be seen, the vehicle is made to resemble a Mercedes-Benz Citaro bus from the rear, there even being a large mock nearside wheel to disguise the twin offside wheels. Not many Citaros have canvas awnings though! Photographed at Covent Garden on 5th August 2008.



Photo 2394, by **Graham Brown**, added to LTSV on 20/09/2008.

A final view of Citroen Relay AY07EYZ at Covent Garden on 5th August 2008 shows it in road-going mode. The canvas awning has been reeled in and the fake wheels, wheelchair ramp and bus-stop stowed. It would seem likely that this vehicle is kept at the Acton Museum base.



Photo 2395, by **Ray Monk**, added to LTSV on 20/09/2008.

At least four Iveco Stralis lorries joined the Tube Lines fleet in 2008, although such vehicles are no longer treated to fleetnumbers. As well as two demountables, there are two dropside lorries. Both have cranes but LK08BHW, seen here at Acton on 1st September 2008, is 2-axle whereas LK08BHX (see photo 2343) is 3-axle. Both have the standard type of light-bar also found on Honda cars and Mercedes vans 5793M-5812M, and a plethora of mirrors. Can anyone say why so many modern lorries have those ducts around the front corners? They don't seem to direct the air anywhere except around the vehicle!



Photo 2396, by **Malcolm Conway**, added to LTSV on 20/09/2008.

This Ford Tourneo Connect seen at Acton Works on 30th July 2008 is operated by Metronet, and has since been seen with company stickers on the doors. It seems to have replaced identical vehicle KG05YUL (see photo 1497).

Comment by **Ray** on 26/09/2008: Always give the driver a wave, he waves back!



Photo 2397, by **John Lloyd-Martin**, added to LTSV on 20/09/2008.

Hatton Cross is a good place to see service vehicles, with a constant stream of crew ferry vehicles from Travel London and Transdev. Travel London uses minibuses in the main, including a batch of Mercedes-Benz Sprinters acquired with the TGM business. T573FFC was photographed on 19th August 2008.



Photo 2398, by **Colin Lloyd**, added to LTSV on 20/09/2008.

With one of their Ayats-bodied buses in the background, this photo shows Arriva Tour's Vauxhall Astra van W717MEU at Trafalgar Square on 19th August 2008. The fleetnumber (MV8) is just visible on the nearside of the front bumper.



Photo 2399, by **John Lloyd-Martin**, added to LTSV on 20/09/2008.

This un-marked LDV Pilot crew van seen at Hatton Cross Bus Station on 19th August 2008 is almost certainly operated by Travel London. Their vehicles are common here, and include a number acquired from the Royal Mail.

Photo 2400, by **John Lloyd-Martin**, added to LTSV on 20/09/2008.

My comments about the lettering on this van the last time I published a photo of it (see photo 2265) proved to be a bit off the mark. It does in fact wear full Docklands Buses lettering, but the practicalities of this are evidently lacking! It was found near Stratford Bus Station on 19th August 2008.

Photo 2401, by **Glyn Matthews**, added to LTSV on 20/09/2008.

This Vauxhall Vivaro has been in the First London fleet since new in 2004, but has very rarely been seen. It is thought to be based at Greenford and was found at Kensal Rise on 11th September 2008. The vagaries of First London SV numbering continue to confuse me, this van being number 1!

Photo 2402, by **Ray Monk**, added to LTSV on 20/09/2008.

Until fairly recently, Blue Triangle supported its London Buses operations with a motley fleet of second-hand cars and vans. It seems that these were replaced en masse by a largish batch of Vauxhall vans in late 2007. Most are Corsa vans used for crew ferry runs, with a couple of Combos, probably for engineering purposes. All wear an unmarked red livery and are based at the depot on Ferry Lane, Rainham, where this photograph was taken on 13th September 2008.

Photo 2403, by **Colin Lloyd**, added to LTSV on 20/09/2008.

The appearance in the Metrobus fleet recently of the first reported '58 reg service vehicle reminded me that I had not yet published pictures of the two minibuses new to that fleet earlier in the year. Interestingly, these were the first reported '08 reg SVs, and comprised a pair of Mercedes-Benz Vito minibuses similar to an earlier batch of 8 and, like them, based at Croydon. Colin caught up with Metrobus 8026 (RK06WNB) at Addington Interchange on 4th September 2008. Note the minimalist 'livery'.

Photo 2404, by **Kim Rennie**, added to LTSV on 04/10/2008.

A fine view of recently de-mobbed Volvo FL6 demountable 2566V leaving the Gunnersbury Lane entrance of Acton Works on 9th September 2008, showing how the Emergency lettering is still clearly visible on the headboard. The body is thought to be DB14 and the vehicle was being used to move office furniture.

Photo 2405, by **Kim Rennie**, added to LTSV on 04/10/2008.

Mercedes-Benz Atego artic 2580M is one of a pair acquired in 2002, and was seen at Neasden Depot on 17th September 2008. The trailer is CT37 dating from 1984, loaded with new wheels. Short trailers like these have to be used at Neasden due to the tight turn into the main depot building. The heavier Atego models (such as this lorry) were rebadged as Axors a couple of years later.

Photo 2406, by **Kim Rennie**, added to LTSV on 04/10/2008.

We are fortunate in having contributors with access to certain LUL locations, allowing the publication of photos such as this. Taken on 17th September 2008 as Neasden Depot, it shows a pair of artics waiting to unload new wheelsets. This involves a tight reversing turn into the depot entrance, which is beneath the roundel (and seen in the previous photo). Facing the camera is Mercedes-Benz Actros 2603, new earlier that year, with an unidentified Crane Fruehauf trailer. Beyond is Atego 2580M with CT37. Just visible to the left is resident Ford Transit van 5859F, while the other Transits further along the road are both contractor's vehicles. Finally, who remembers the giant lighting mast in the background being tipped over at the 1983 open day?

Photo 2407, by **Ray Monk**, added to LTSV on 04/10/2008.

I was surprised to see that this vehicle was still in use. The sole Ford Transit box van in the central fleet, 5519F used to be parked alongside Frank Pick House at Acton but then must have been moved elsewhere. On 12th September 2008, Ray caught it leaving Acton Works. It also unusual for retaining full Metronet logos, i.e. still with the reference to BCV.



Photo 2408, by **Ray Monk**, added to LTSV on 04/10/2008.

This remarkable photo was taken outside Acton Works on 22nd September 2008 and shows three Ford Transit Connect vans loaded on the upper deck of a car transporter. The vans are the batch delivered to TfL Highways in 2005 and based at Carlisle Lane. They returned to Acton Works in September 2008, having been replaced by a batch of VW Transporter vans, and were presumably on their way to a dealers when photographed. Nearest the camera is 5775F with 5776F in the middle and 5774F up front. The lower deck was subsequently loaded with un-liveried cars before the lorry departed. Needless to say, the lorry parked on the bus stop bay, coupled with the movements of vehicles being loaded, caused a fair deal of disruption to the Bollo Lane traffic. By the way, following a request, I will in future be distinguishing the TfL Highway Maintenance vehicles (as TfL Highways) from the TfL Streets Management (TfL Streets) fleet. Basically, the former are silver and based mainly at Carlisle Lane, the latter are white and orange and based mainly at Victoria.

Comment by *Ray* on 05/10/2008: Needless to say that the level crossing being closed added to the problems, especially when it re-opened and there were queues both sides of the transporter!

Comment by *Ray* on 02/04/2009: I think we can now say that they were replaced by three Vauxhall Combo vans.



Photo 2409, by **Kim Rennie**, added to LTSV on 04/10/2008.

Ford Tourneo Connect minibuses (or perhaps they should be called microbuses) are rare in the leased fleet, and those that there are are infrequently reported. The Central Line site services team makes use of three such vehicles, including 5851F, seen here at Hainault Depot on 30th September 2008.



Photo 2410, by **Kim Rennie**, added to LTSV on 04/10/2008.

An interesting find at Hainault Depot on 30th September 2008 was this line up of Metronet vans headed by high-roof Ford Transit 5890F. Sister vehicle 5891F is also present, while the other three are from the batch of five Mercedes-Benz Sprinters vans leased in 2005. All five vans shown are allocated to the Metronet Electrical DLO, whose vehicles can also be seen at Acton and are only regularly active at night. Note that both the Transit vans appear to be missing some roof bars, while there is a noticeable difference between the shade of white used by the two manufacturers.



Photo 2411, by **Ray Monk**, added to LTSV on 04/10/2008.

Back to 19th July 2008 and here is another of the Tube Lines service vehicles that Ray found at North Greenwich station that day. 5929F is a Ford Transit dropside with crew cab, allocated to the Jubilee Line track department.



Photo 2412, by **Kim Rennie**, added to LTSV on 04/10/2008.

A few years ago this would have been a rather typical service vehicle. Although the amount of Ford Transits taken into the leased fleet has hardly changed, most are now to crew van configuration. 5941F is a long-wheelbase van liveried for Tube Lines and allocated to the workshops at Ruislip, where it was photographed on a damp 9th July 2008.



Photo 2413, by **Ray Monk**, added to LTSV on 04/10/2008.

Ford Transit dropside 5955F is habitually to be found at Ruislip Station, either near the station building, or in a yard at the end of the car park. On 16th August 2008 it was at the latter. The vehicle is allocated to Metronet SSL and presumably services the Uxbridge branch of the Metropolitan Line.



Photo 2414, by **Ray Monk**, added to LTSV on 04/10/2008.

It would appear that Tube Lines holds a small number of service vehicles as spares that can be loaned out to operators when required. Most of these have standard LUL livery with no logos, as seen here on Ford Transit crew van 6008F on Bollo Lane (Acton) on 12th September 2008. The fact that this van had roof bars, then lost them, then regained them, seems to support the suggestion of temporary uses. Other such vehicles include 5649F, 5693F, 5694F and 6006F.



Photo 2415, by **Ray Monk**, added to LTSV on 04/10/2008.

There is probably a reason why some service vehicles carry silver livery but... we don't know what it is! The subject here is short-wheelbase Ford Transit 6085F, delivered in November 2006 but not caught on film until the 26th of September 2008. It was passing Acton Town station at the time, presumably heading for the works.

Comment by *Paul Snelling* on 28/10/2008: Silver is the new white!! For some reason that eludes me the automotive industry went for silver as a replacement for white. That's why a lot of police cars are now silver, a higher resale value.



Photo 2416, by **Kim Rennie**, added to LTSV on 04/10/2008.

Ford Transit Connect van 6106F is reportedly used by the Piccadilly Line Fleet Production Manager, but was found at Ruislip Depot on 9th July 2008. The gantries in the background are probably used for loading rails (including long-welded rails?) onto rakes of engineers wagons.



Photo 2417, by **Kim Rennie**, added to LTSV on 04/10/2008.

Most of the service vehicles found at Hainault Depot on 30th September 2008 were ones that had rarely been reported by LTSV contributors. This is probably due to the relative remoteness of the depot, sited on the eastern loop of the Central Line. A good example is Ford Transit crew van 6116F, seen in central London twice by intrepid reporter Steve Howard, but not seen by anyone else. The van is a high-roof, long-wheelbase version, with a substantial roof-rack.



Photo 2418, by **John Lloyd-Martin**, added to LTSV on 04/10/2008.

Ford Transit Connect van 6168F has worked without logos since delivery in spring 2007. The fact that it is regularly seen around Griffith House suggests that it, like most of the SVs seen there, is operated by Metronet. On the night of 19th August 2008, John photographed the anonymous van on Harcourt Street, with a pair of Ford Transit crew vans parked beyond.



Photo 2419, by **Colin Lloyd**, added to LTSV on 04/10/2008.

The Ford Transit minibuses currently used by the London Buses Passenger Data department include one of the oldest (5427F) and one of the newest (6498F) in the fleet. Shown here is 6240F, one of three delivered in 2007. Vehicles in this fleet can be distinguished by the 'Network Development' lettering on the doors. Most have sliding doors on both sides of the body but in this case the offside one is marked as an emergency exit. Seen at Southgate Station on 3rd July 2008.



Photo 2420, by **Colin Lloyd**, added to LTSV on 04/10/2008.

As mentioned recently (see photo 2119), the fleet of vans used by the London Buses Technical Services Group acquired large coloured discs on the doors during 2007, probably to assist in identification. Ford Transit 6271F gained a yellow disc, as seen in this photograph taken on Fore Street, Edmonton, on 3rd July 2008. It is thought that these vehicles are used in connection with the deployment of iBus technology, and it will be interesting to see what happens to them when that project is completed.



Photo 2421, by **Malcolm Millichip**, added to LTSV on 04/10/2008.

Some of the Honda Civic saloon cars leased for London Buses in 2007 continue to be elusive. The first picture received of 6297H was this one, taken at Richmond Bus Station on 27th August 2008.

Comment by *Ray* on 25/01/2011: I understand that these are to be replaced during 2011.



Photo 2422, by **Kim Rennie**, added to LTSV on 04/10/2008.

6343VW is (so far) a one-off in the fleet, being the only VW Transporter van in silver. It is a short-wheelbase, low-roof model operated by Metronet and seen here at Neasden depot on 17th September 2008. It also has what must surely be the most useless roof rack!



Photo 2423, by **Malcolm Conway**, added to LTSV on 04/10/2008.

Mercedes-Benz Sprinter Incident Response Unit 6352M was found at its usual haunt of Stratford Bus Station on 30th March 2008. Just one IRU (6346M) remains to be illustrated on this site.



Photo 2424, by **Kim Rennie**, added to LTSV on 04/10/2008.

This Vauxhall Combo van was noted at the Edgware Road Vauxhall dealership in November 2007 but then disappeared. It was next seen on 30th September 2008 at Hainault Depot, as shown here. It had gained the number 6406V (which may also be carried by a Vauxhall Astra estate car) and a strange logo application. It appears that just the small LUL roundels from the normal Metronet logos had been applied, or perhaps the other portions had been carefully removed.



Photo 2425, by **Ray Monk**, added to LTSV on 04/10/2008.

This picture is rather special as it shows three moving service vehicles. Taken at the entrance to Acton Works on 22nd September 2008, the main subject is a Ford Transit dropside truck. This was believed to be on delivery and carried the fleetnumber 6471F but no company logos. Note that the dropside body is covered by a tarpaulin, attached to cleats on the bodysides. Following behind is a low-roof Ford Transit van, also on delivery. This had a duplicated fleetnumber, carrying 6520F. Finally, just visible on the left is Transit Connect 5775F on the back of a transporter. Since the earlier picture was taken (see photo 2408), the lower deck had been loaded with cars.

The kudos for the first '58 reg SV photos is awarded jointly to Damon (first submitted) and Ray (first published).



Photo 2426, by **Kim Rennie**, added to LTSV on 04/10/2008.

About a week after Ray saw it being delivered to Acton, Kim found new Ford Transit dropside 6471F at Northumberland Park on 30th September 2008. It had gained Metronet logos and lost its tarpaulin. The tie-down cleats along the side and rear of the bodywork are clearly visible. Parked alongside is Ford Transit crew van 5960F.



Photo 2427, by **Damon Cross**, added to LTSV on 04/10/2008.

Damon found Metronet Ford Transit minibus 6472F parked on Allington Street, near Victoria Station, on 21st September 2008. As with most recent minibus deliveries, this is a medium-wheelbase (probably 12 seat) example and, like Tube Lines 6499F (see photo 2389), has chevrons on the rear. Unlike 6499F, it has no company logo or Transit model number badging on the rear.



Photo 2428, by **Kim Rennie**, added to LTSV on 04/10/2008.

Tube Lines replaced a pair of '05 registered Ford Focus estates allocated to the Jubilee Line with newer models in August 2008. 6504F, seen here at Stratford Station on 24th September, covers the eastern end of the line and replaced 5760F, while 6503F is thought to be based in the west (most likely at Neasden) to replace 5759F. The new cars have a distinctly sporty appearance, particularly around the front end.



Photo 2429, by **Ray Monk**, added to LTSV on 04/10/2008.

Volkswagen Transporter vans have been a popular alternative to Ford Transits for the leased fleet in recent years. At first these were mainly for bus-related duties, with just a handful wearing tube livery. However, in 2007 Metronet took a large batch of 20 Transporter vans, with a curious mid-height configuration. 6524VW looks like one of these but was actually delivered in September 2008 and was seen on the 26th of that month, leaving Acton Works. It remains to be seen if this is part of a new batch or a one-off. However, similar registrations RK58OFJ and RK58OFL have appeared on a pair of low-height Transporters allocated to TfL Highways, numbered 6601VW and 6602VW.



Photo 2430, by **Kim Rennie**, added to LTSV on 04/10/2008.

Another photo taken at Hainault Depot on 30th September 2008 shows Metronet Ford Transit Connect van 6574F parked next to high-roof Transit crew van 6068F. This Connect van is an example of the longer and higher variant although, as stated before, the differences are small. Compare the above to smaller 6106F (photo 2416).

Photo 2431, by **Thomas Young**, added to LTSV on 02/11/2008.

Withdrawn lorries are often stored at the south end of the lorry yard at Acton. On 20th August 2008 this neat line-up of four Iveco-Ford Super Cargo lorries was seen from a passing train. All had had their logos and lettering removed, and the two demountables to the right were body-less. Visible in the background is one of the four red Volkswagen minibuses, some of which are now in use on tube-related work.

Photo 2432, by **Kim Rennie**, added to LTSV on 02/11/2008.

This view of ERU Mercedes-Benz Atego 2597 heading up Grosvenor Place on 22nd October 2008 shows an interesting recent development. Near the bottom of the cab door is a label bearing the name of the lorries home base. Could it be that someone read about our difficulties in keeping track of the allocations of these vehicles?! It is certainly hard to see a real operational need to identify them in this way.

Comment by *Kevin Bullions* on 03/11/2008: Similar to what the LFB do to their fire appliances. Daft as it sounds, could it be at a major incident, the crews know which vehicle is which?

Comment by *Damon* on 20/02/2009: I'm not suprised when they keep swapping the bloomin' things around!! I can't keep up with it.

Photo 2433, by **Kim Rennie**, added to LTSV on 02/11/2008.

At least two of the four VW LT35 minibuses leased for London Buses in mid-2004 were transferred to other duties in 2008, perhaps as a short-term measure pending their disposal. 5615VW, which had spent most of its earlier life at Walthamstow Bus Station, was photographed near Dagenham East Station on 18th October 2008. The District Line was suspended for upgrade work at the time and sister vehicle 5613VW was also seen nearby.

Comment by *Kevin Bullions* on 03/11/2008: These vehicles are used at the weekend by TransPlant (the Engineers Train Unit) to transfer train crews around the various worksites, before these vehicles, corporate liveried Ford Transits were used, forget the numbers, but it was the pair that carried DSM legal lettering on their sides.

Photo 2434, by **Kim Rennie**, added to LTSV on 02/11/2008.

Mercedes-Benz Sprinter 311CDI crew van 5733M was seen parked between sister vehicles 5732M and 5734M at Hainault Depot on 10th October 2008. It would seem that these three are allocated here and just 5731M and 5735M are based at Acton.



Photo 2435, by **Kim Rennie**, added to LTSV on 02/11/2008.

The only vehicle thought to be allocated to Upminster depot is 5871F, seen there on 7th October 2008. A fairly standard, short-wheelbase Ford Transit van, it seems to never venture into central London.



Photo 2436, by **Kim Rennie**, added to LTSV on 02/11/2008.

Ford Transit 6140F was found round the back of Neasden Depot on 17th September 2008. It has a fold-over plate on the front bumper which is probably used for Hazchem labels when needed.

Comment by *K. PLY* on 22/05/2009: A similar fold-over plate is also on the rear (offside) of this vehicle when seen in Neasden (12/07)



Photo 2437, by **Kim Rennie**, added to LTSV on 02/11/2008.

Another of the surprisingly high number of service vehicles to be found at Hainault Depot on 30th September 2008 was Ford Transit dropside 6162F. Note the differences between the wheelarches on this and the similar vehicle parked in the background.



Photo 2438, by **Kim Rennie**, added to LTSV on 02/11/2008.

Not previously reported, this Vauxhall Combo van was found at Hainault Depot on 30th September 2008. It carries standard Metronet livery (apart from missing the red swoop on the rear logo).

Photo 2439, by **Kim Rennie**, added to LTSV on 02/11/2008.

It is always tempting fate to say that any given vehicle is unique in the fleet, but I will chance it with this one! Ford Tourneo Connects are not common, and this is the only one to carry dark blue livery. With just a white fleetnumber (plus tyre pressure and fuel filler markings) it can't be confirmed who operates this vehicle. As it was seen at Hainault Depot (on 10th October 2008), Metronet would be my first guess.

Photo 2440, by **Kim Rennie**, added to LTSV on 02/11/2008.

A pair of Ford Transits under a grey sky at Neasden Depot on 17th September 2008. On the left is dropside 6371F which appears to have the new style of dropside body and headboard as recently seen on Transit 6386F (photo 2313). However, in this case the bodysides seem to have been painted blue, and there is certainly blue on the tail-lift. Ford Transit crew van 6325F on the right is notable for not carrying any company logos.

Photo 2441, by **Kim Rennie**, added to LTSV on 02/11/2008.

The only service vehicle found at Cockfosters Depot on 4th October 2008 was this Ford Transit Connect van claiming to be 6387F. However, the number 6387 has also been claimed by Vauxhall Combo van LN57UMM and we have no way of knowing which is the correct one. Anyway, this is a high-roof Connect van with a full-depth skirt, Tube Lines logos and a basic roof rack.

Photo 2442, by **John Lloyd-Martin**, added to LTSV on 02/11/2008.

Another of the Metronet vehicles found around Griffith House on the night of 19th August 2008 was Ford Transit crew van 6423F, parked on Harcourt Street in front of Astra van 6326V.

Photo 2443, by **Ray Monk**, added to LTSV on 02/11/2008.

Metronet Ford Transit Connect van 6465F catches the sun as it waits at the traffic lights outside Acton Town station on 26th September 2008. It had come from Museum Way and was heading for Bollo Lane. This large Connect is slightly unusual in having an offside cargo door.

Photo 2444, by **Ray Monk**, added to LTSV on 02/11/2008.

It would appear that the Emergency Response Unit is moving away from the battenburg stripes formerly common. A Jumbo Ford Transit delivered in 2008 carried a yellow stripe edged in blue, similar to that on the Atego rescue tenders. Otherwise it appears to be similar to the pair delivered in 2005 (5813F and 5862F) except that the mirrored Emergency lettering on the bonnet is now in upper case.

Comment by *Kim Rennie* on 03/11/2008: I wonder if this the current signal courier van? I also suspect the red & white chequered band fell foul of emergency service vehicle legislation (and always did!).

Comment by *Ray* on 03/11/2008: Yet it has been added to LT58CNY which is newer!

Photo 2445, by **Richard Jones**, added to LTSV on 02/11/2008.

Another fine view of Passenger Data Ford Transit minibus 6498F shows it parked near Southwark tube on the evening of 6th October 2008. The building to the right is the Palestra, into which the TfL customer relations department recently moved.

Photo 2446, by **Ray Monk**, added to LTSV on 02/11/2008.

Although the fleetnumbers are barely visible in this view, these two Vauxhall Combo vans seen at the Vauxhall dealership on Edgware Road on 23rd October 2008 are 6597V (front) and 6649V (behind). Ray therefore takes back the highest SV pic for a while! As the sign on the building behind shows, the dealership had actually moved to Staples Corner in the preceding week (Hopefully these vans were awaiting collection rather than having been forgotten about). It is unlikely that the new location will afford views such as this in the future.



Photo 2447, by **Kim Rennie**, added to LTSV on 02/11/2008.

A very rare view of two 'Thunderbirds' together! Kim found this pair at Arnos Grove on 4th October 2008, and it seems probable that new delivery LT58CNY will replace LN54OML. Both are Vauxhall Zafira cars, but the model has had a revamp in the intervening period. Other differences are the lack of blue skirt on the newer car, and the fitting of a more standard light-bar. LN54OML was notable for carrying the fleetnumber 5683V although it was officially un-numbered (and 5683V was already claimed by a Vauxhall Combo van). The new car carries no number but SVL ('Service Vehicle Logic') suggests that it will be allocated one on paper!



Photo 2448, by **Damon Cross**, added to LTSV on 02/11/2008.

This is another example of pushing the definitions of 'service vehicle' outwards! However, Ford Transit crew van LO56PCO certainly has roundels, one of the criteria considered. As can be seen, it is operated by the TfL Public Carriage Office, and has been seen taking part in roadside checks of taxis, etc. On 21st September 2008 it was caught as it headed down Buckingham Palace Road at Victoria. Note the 'personalised' registration, low-profile LED light-bars, pull-out side step and numerous bits of lettering.



Photo 2449, by **Ray Monk**, added to LTSV on 02/11/2008.

Two of these anonymous silver vans were reported in mid-2008, the other being LN57USP. Clues as to their status as service vehicles included the fitting of standard LBSL/LUL light-bars, chevrons on the rear, Bank of Scotland markings on the number plates and the familiar registration series. Confirmation is provided by this photo of LN57UNX outside the TfL Highways base at Carlisle Lane, Waterloo on 7th October 2008. It could be that these have replaced the three Transit Connects 5774F to 5776F, but the unit here has also received a number of new VW Transporter vans.



Photo 2450, by **Kim Rennie**, added to LTSV on 02/11/2008.

Mercedes-Benz Econic dustcart WX57UMV is distinguishable from the other similar vehicles in the fleet by having much more blue in its livery. On the 23rd October 2008 it was making a call at Stratford Station, with resident van 6340F just visible to the right.

Photo 2451, by **Ray Monk**, added to LTSV on 02/11/2008.

Iveco Stralis dropside lorry LK08BHX was caught leaving Acton Works on 6th October 2008 and it is apparent that it has a steering rear axle. This is no doubt due to the extra length of this vehicle.

Photo 2452, by **Kim Rennie**, added to LTSV on 02/11/2008.

These two Vauxhall Combo vans were found near Dagenham East station on 18th October 2008, and both were lettered for the Metronet Operations Group (thought to be based at Pelham Street, South Kensington). The fleetnumbers were unfortunately not noted. Compare the livery with that of the Balfour Beatty van parked in front. The two Metronet vans differ in having side cargo doors and windows in the rear.

Comment by *K. PLY* on 22/02/2009: Now known to be 6478V

Photo 2453, by **Kim Rennie**, added to LTSV on 02/11/2008.

Another view of newly delivered Vauxhall Zafira car LT58CNY at Arnos Grove on 4th October 2008. The side lettering reads 'London Underground Limited, Arnos Grove Response Vehicle', and the livery is very similar to that on older 5824V (see photo 1925).

Photo 2454, by **Damon Cross**, added to LTSV on 02/11/2008.

I was recently asked about the possibility of adding railway service stock to this website. This doesn't seem to go beyond the remit of the site so such items will be eligible for inclusion from now on. Eventually they will be added to the database as well.

Perhaps the most well-known items in the current rail service stock fleet are the battery locomotives. Capable of running in tube tunnels, using either rail electricity supply or battery power, a total of 52 were built between 1938 and 1986. 37 were still in stock in 1997 although many were stored out of use. L44 was built by BREL at Doncaster in 1974 and was seen at the open day at Morden Depot on 4th November 1990. It was one of just two to have its plain yellow livery altered to have green sides, although this was later changed to blue.

For lots more pictures of LUL engineers trains, take a look at <http://www.flickr.com/photos/24772733@N05/sets/72157606550541715/>.



Photo 2455, by **Damon Cross**, added to LTSV on 02/11/2008.

This curious looking machine has no less than eight axles on four bogies. It was one of 18 sleet locomotives built in 1939 and 1940, each being formed by joining two 1903-vintage electric locos together, back-to-back. The resulting locos were numbered ESL100 to ESL117 and were used to clear ice from the rails. The fitting of de-icing equipment to many passenger cars rendered them surplus in the 1970s and 1980s and most were scrapped, just ESL107 surviving in the LT Museum collection. ESL117 was looking a bit worse for wear when seen at the Ruislip Depot open day on 28th October 1990.



Photo 2456, by **Ray Monk**, added to LTSV on 03/11/2008.

I start today with a question mark. These almost consecutively registered Ford Transit minibuses were found parked in the bus station at Lakeside Shopping Centre on 25th September 2008. They could be operated by Ensignbus (two of whose Dennis Darts can be seen in the background), or perhaps Essex Police (as per the car alongside), or even the Lakeside management. Answers on a postcard please.

Comment by *Adam Floyd* on 04/11/2008: I think these are Ensignbus crew ferries. They were previously with PSV operator Herberts of Shefford, Beds (as was S548 XNP so maybe Ensign have this too?) and Herberts do buy from Ensign so they could have been part-exchanges.

Comment by *Thomas Young* on 30/01/2009: We now have confirmation that these are operated by Ensignbus and they have been added to the database. S548XNP is not with Ensignbus.



Photo 2457, by **Malcolm Millichip**, added to LTSV on 03/11/2008.

This van, with its gaffer-tape livery, has been illustrated here before. This rear view has been included as it shows the operator name. The livery is at least a little more interesting than the NCP Challenger bus livery, which is TfL compliant plain red, as seen on the Dennis Dart pulling out in front. Photographed in Richmond on 27th August 2008.



Photo 2458, by **Ray Monk**, added to LTSV on 03/11/2008.

Unmarked vehicles are a recurring theme in today's batch of photos. This anonymous Citroen Relay van photographed at Lakeside bus station on 25th September 2008 is actually operated by Ensignbus, owner of the UVG ('droopy') Dennis Dart parked behind.



Photo 2459, by **Malcolm Conway**, added to LTSV on 03/11/2008.

Here is another vehicle that has been illustrated before but has reappeared for a reason. The lighting of this shot taken at Crystal Palace bus station on 16th October 2008 reveals some of the former lettering. Unlike the many Travel London that originate with the Royal Mail, this LDV Convoy minibus was apparently latterly used by Bob Thompson (front) small group travel (side).



Photo 2460, by **Ray Monk**, added to LTSV on 03/11/2008.

This vehicle has the same operator, registration series and anonymous condition as that in the previous photo, but there the similarity ends. HK03ZGT is a Renault Kangoo car used by Travel London as a crew ferry vehicle from the former Wings Buses base at Hayes. It was seen in the Tesco car park at Hayes on 1st October 2008 with one of the new Volkswagen Dial-a-Ride buses in the background.

Comment by *Adam Floyd* on 04/11/2008: It's not a Peugeot Partner but a Renault Kangoo.

Comment by *Thomas Young* on 04/11/2008: Thanks Adam, I have corrected the caption. For someone who can tell a Mk6 MWB mid-height Transit from a Mk7 SWB low-roof one, I do seem to get a bit muddled when it comes to car-like things!



Photo 2461, by **Damon Cross**, added to LTSV on 03/11/2008.

Damon was on hand to capture this interesting view at Terminus Place, Victoria on 21st September 2008. Nearest the camera is Ford Transit crew van KJ03DYH of Travel London, still carrying the white and blue livery from its days as 5479F in the Metronet fleet. The similar but newer vehicle in front is 6336F also of Metronet. Both vehicles spent time based at Lillie Bridge.



Photo 2462, by **Colin Lloyd**, added to LTSV on 03/11/2008.

BD04ARX was latterly numbered 39 in the Arriva London North fleet, based at Barking (see photo 2316). When replaced by a fleet of new Vauxhall Corsa cars, it headed south of the river to one of the Arriva garages in the Croydon area, losing its fleetnumbers at the same time. On 4th September 2008 it was found resting at Addington Interchange.

Photo 2463, by **Ray Monk**, added to LTSV on 03/11/2008.

Complete with a jolly crew, this is Travel London engineering support van 8910, seen at Fulwell Garage on 11th October 2008. The Ford Transit Connect had been in the fleet since at least December 2007 (when the service vehicles were allocated numbers) but this was the first reported sighting. Unsurprisingly, the fleetnumber did not appear to be carried. The buses in the background include some Dennis Tridents in Kingston University livery, and one of the former Travel West Midlands Volvo B10Ls used as trainers.

Photo 2464, by **Malcolm Conway**, added to LTSV on 03/11/2008.

Quite a few of the vehicles in today's batch have been illustrated on LTSV before. However, they are all being shown again for different reasons. In the case of this Ford Transit Connect van caught leaving Crystal Palace bus station on 16th October 2008, it is to show the removal of the Stagecoach logos. HT05UZX is based at Catford garage, as the remaining lettering shows. However, unlike some of the other vehicles in the East London Bus Group fleet, it has not yet gained replacement Selkent logos.

Photo 2465, by **Ray Monk**, added to LTSV on 03/11/2008.

This Ford Fiesta van entered service with the Go-Ahead group in January 2007 but was not allocated to any particular subsidiary, and was rarely seen by any of our reporters. It also carried a white livery while most of their other vehicles were red. On 25th September 2008, Ray found it leaving the Blue Triangle base at Rainham, Blue Triangle now being part of the Go-Ahead group. It may have been in use by Blue Triangle as a crew ferry vehicle, or perhaps it was on some group duties such as delivering paperclips. You certainly couldn't carry much in it!

Comment by *slr* on 29/04/2009: This van is allocated to Group Purchasing, formerly based at Gatwick now somewhere near Croydon I think. It will occasionally make visits to operational sites.

Photo 2466, by **Ray Monk**, added to LTSV on 03/11/2008.

Alongside a large fleet of Vauxhall Corsa vans, Blue Triangle buses also runs a couple of larger Combo vans, perhaps as engineering runabouts. GP57MVJ was caught on Ferry Lane, Rainham (near the operating base) on 25th September 2008. The vehicles have no lettering but are at least red.

Photo 2467, by **Ray Monk**, added to LTSV on 03/11/2008.

Blue Triangle buses acquired a largish fleet of Vauxhall vans in early 2008 for use as crew ferry vehicles. Most are Vauxhall Corsas such as GV57LUD, seen leaving the Ferry Lane, Rainham base on 25th September 2008, and all wear a plain red livery. At least some have fleetnumbers, displayed at the back of what would have been the side windows were this a car. The numbers are very small and hard to read, this one appearing to be 2.

Photo 2468, by **Malcolm Millichip**, added to LTSV on 03/11/2008.

A type not previously reported as a service vehicle is the Nissan Note car (or 'small MPV'). Metroline appear to have at least a couple doing crew ferry runs out of the former Armchair depot at Brentford. BG08HLR, seen at Richmond Station on the 8th August 2008, is the only one so far reported with fleetnames, albeit in the windows only.

Photo 2469, by **Ray Monk**, added to LTSV on 03/11/2008.

This vehicle is at the boundary of what we consider to be service vehicles. It has no company livery or lettering, and is of a type that could easily be privately owned. However, the appearance of at least four similar vehicles operating from the same base suggests that they are owned (or at least leased) by a bus company. In this case, the company is First London, and the five Vauxhall Zafiras are based at the remote Hayes garage. DS08OAN is dark blue and was seen heading along Swallowfield Way, near the garage, on 1st October 2008.

Photo 2470, by **Ray Monk**, added to LTSV on 03/11/2008.

East London received a batch of metallic grey Renault minibuses for crew ferry use in summer 2008. These appeared to be numbered in the 96008 to 96016 range, and there was speculation that the earlier numbers may turn up with Selkent, who were due to take over some routes that would require crew ferries. This seemed to be borne out by the sighting of this vehicle at Bromley Garage on 16th September 2008. Numbered 96007, EX08KZY is a Renault Trafic minibus, complete with Selkent logo on the offside door. Similar 96006 was also seen in Selkent territory. However, a month later 96007 was working for East London, and the vehicles allocated numbers 96001 to 96005 have still to be reported.

Photo 2471, by **Glyn Matthews**, added to LTSV on 03/11/2008.

As mentioned, East London Bus Group received a number of Renault minibuses for crew ferry use in 2008. Most were based at the new West Ham garage and carried fleetnumbers in the 960xx range but no logos. 96007 (EX08KZY) was first reported at Bromley Garage carrying Selkent logos on the doors. However, it soon moved across the river and gained replacement East London logos further back on the body. It was photographed at Romford Station on 24th October 2008.

Photo 2472, by **Ray Monk**, added to LTSV on 03/11/2008.

Three and a half for the price of one at Eltham Bus Station on 17th October 2008. To the fore is recently delivered Renault Trafic minibus 8034 (Renault only put one F in Trafic!) while beyond is slightly older Ford Transit Connect 9022. The silver car is East Thames Buses Vauxhall Astra LN56RYK, while just visible is Metrobus Ford Transit crew van 8013 (GP53CLV), which was withdrawn a couple of weeks later.

Comment by *Adam Floyd* on 04/11/2008: Most people only put one T in Trafic (or traffic)! Only one F in the Renault though. I like this picture, there's a nice variety of SVs there.

Comment by *Thomas Young* on 04/11/2008: Eh? I thought it was normally spelt Ttraffic?! Add it to the out-takes!

Photo 2473, by **Ray Monk**, added to LTSV on 03/11/2008.

The new Metrobus Renault Trafic minibuses can be seen at a variety of locations, including Lewisham Bus Station. 8036 (LX58DGE) was photographed in the morning sunshine on 21st October 2008.

Photo 2474, by **Colin Lloyd**, added to LTSV on 03/11/2008.

I had been planning on doing a 'provincial' photo day on LTSVplus, to cover a variety of non-London vehicles. However, I will instead add a few every now and then to provide a change. Seen on the promenade on a sunny 19th September 2008 is Blackpool Transport Unimog J271TEC. This vehicle is fitted with rail wheels and a large platform lift for access to the tramway overhead wires. Note the left-hand drive configuration.



Photo 2475, by **Colin Lloyd**, added to LTSV on 03/11/2008.

A bit more mundane is this Vauxhall Corsa van in use by First in Manchester. The plain white livery is relieved by some chevron stripes, similar to those applied to London-based vehicles (see photo 472), and large company logos. It also appears to have one of those 5-digit 'number for life' fleetnumbers that First like (just visible above the nearside of the windscreen). However, the fourth digit of this has been painted out (or peeled off) to leave 874_6. Photographed at Manchester Piccadilly on 7th August 2008.



Photo 2476, by **Ray Monk**, added to LTSV on 07/12/2008.

Vauxhall Astra estate 6087V was new in November 2006 but has been one of the most elusive service vehicles. It was reportedly based at Victoria Coach Station but was never seen there. It was noted a couple of times at the Technical Services Group offices in Chingford though, as seen on 1st November 2008.



Photo 2477, by **Ray Monk**, added to LTSV on 07/12/2008.

Regular visitors to this site will know about the relative elusiveness of the Renault Kangoos in the central fleet. So it was a surprise to find three together at Barking during a recent track work possession. Parked in front of the small office on Waking Road, this photo taken on 1st November 2008 shows Metronet 6443R (left) and 6520R (right) with a third just visible behind.

Comment by **Ray** on 08/12/2008: There was a fourth, seen through the windscreen of 6520R!



Photo 2478, by **Richard Jones**, added to LTSV on 07/12/2008.

The London Buses Passenger Data department has taken delivery of two new Ford Transit minibuses during 2008. Following from 6498F in August, 6460F arrived in October, and featured a new-style LED light-bar. It was caught working at Parliament Hill Fields on 3rd November.

Photo 2479, by **Ray Monk**, added to LTSV on 07/12/2008.

The Metronet Operations Group is one of few sections to apply additional lettering to their vehicles, some of which are based at Pelham Street in South Kensington. Vauxhall Combo van 6477V was parked on Upney Lane on 1st November 2008, during work on the adjacent District Line.

Photo 2480, by **Colin Smith**, added to LTSV on 07/12/2008.

Escalators Logistic Support Vehicle 6489F was found on Museum Approach at Acton Town on 3rd December 2008. This Ford Transit crew van is one of relatively few white/blue liveried vans to have a light-bar.

Comment by *Kim Rennie* on 08/12/2008: This is Acton Town, or maybe Ealing Common depot, but not Acton Works!

Comment by *Thomas Young* on 07/01/2009: Kim, I agree with your comments. It was marked as Acton Works as an interim until I added in some more refined location records (which I am doing right now!). Cheers, Tom.

Photo 2481, by **Colin Lloyd**, added to LTSV on 07/12/2008.

The junction of Elizabeth Street and Buckingham Palace Road (by the main entrance to Victoria Coach Station) is a good place to see service vehicles from the TfL streets fleet, their main base being in nearby Eccleston Place. Colin sent a whole string of photos of Toyota Priuses crossing the junction on 8th October 2008, from which I have selected recently reported SM57JWZ.

Photo 2482, by **Graham Young**, added to LTSV on 07/12/2008.

A flashback to the Acton Works open day of July 1983 now, with a pair of departmental trains in the distinctive yellow livery. To the right is pilot motor car L127, converted from Q38 car 4417 in 1971. This would have worked with similar L126 to power stock moves. Both cars were later preserved by LUL and restored to near original condition. On the left is a pre-1938 stock car, most likely one of the pilot motor cars from L130/131 or L134/135. Two of these four cars also survive but are in an unrestored state at the back of Acton Works, about 100 feet from where this photo was taken! Two more flare-sided surface stock cars can be seen in the background, a red CO/CP on the left and a silver R on the right.

Photo 2483, by **Damon Cross**, added to LTSV on 07/12/2008.

The tube-profile battery locomotives used by LUL have a curious appearance, although I can't decide if they actually look ancient or modern. All the locos were fitted with new headlight clusters in the 1990s, while most have also had the louvered panels in the centre section replaced with plain ones. The large buffers were hinged and could be folded upwards and backwards if the locos had to couple to tube stock (note the supporting brackets on top of the bufferbeam). L26 was built by Metro-Cammell in 1965 and was seen near the back of the Museum Depot at Acton on 2nd November 2008.

Photo 2484, by **Damon Cross**, added to LTSV on 07/12/2008.

In October 2008 I launched a new website dealing principally with railway wagons. I hadn't expected there to be much overlap between that and LTSV but here is a photo that can (and indeed does) appear on both. Taken at the back of Acton Museum Depot on 2nd November 2008, this location is really the south end of Ealing Common depot. The two brake vans are from a batch of 6 built by BR at Ashford in 1962, using their standard, LNER-derived, design. Four survived into the 1990s, having been converted as coupling adaptors. B580 and B585 were fitted with tube stock couplers at one end each (and were painted yellow), while B583 and B584 gained surface stock couplers in 1980 and were later repainted grey with red ends. To allow the latter pair to work on the national rail network, they were given alternative TOPS numbers of LT95800 and LT95801. A pair of ex-BR brake vans was reportedly acquired in the early 1990s, taking TOPS numbers LT95802 and LT95803 (with LT numbers B586 and B587 on paper). However, the TOPS number LT95803 is currently carried by B583 seen here. Also visible on the original photograph is a paint date of 5/89 on B584. This would account for the faded condition, the LUL roundels on the side lookouts being virtually invisible. Although stored at Ruislip for many years, this pair of wagons was reportedly used in connection with removing stock from the locations of the bomb attacks in July 2005.

Comment by **Ray** on 02/01/2009: A couple of brake vans were stabled at Neasden yesterday.

Photo 2485, by **Les Savine**, added to LTSV on 07/12/2008.

Use of former London taxis as crew ferry vehicles was popular for a few years (notably with Stagecoach and Metroliner) but seems to have declined more recently in favour of newer cars or minibuses. Arriva the Shires still use a handful but full details are not available. Fleetnumber 1388 is carried by N176CMF, seen at Waltham Cross Bus Station on 31st October 2008. This is thought to be based at Ware garage.



Photo 2486, by **Glyn Matthews**, added to LTSV on 07/12/2008.

A study in light, shade and reflections at Lewisham Bus Station on 4th December 2008. East Thames Buses appears to have a large appetite for crew ferry minibuses, regularly inheriting Mercedes-Benz vehicles from the associated London Dial-a-Ride fleet. Recent examples have been of the Sprinter type, mainly 312D models as seen here. Although already red, recent transfers have received a full repaint. The fleetnumbers carried are the original dial-a-ride ones with the prefix changed from D to E. It would seem that they do not have a full set of vinyls to the same size!



Photo 2487, by **Malcolm Conway**, added to LTSV on 07/12/2008.

Many of the service vehicles in the Travel London fleet were acquired second-hand from the Royal Mail, and hence came in a suitable red livery. One batch that did not were three LDV Convoy minibuses allocated to Fulwell and used as crew ferries in a white livery. GK52TVA was caught at Hatton Cross on 30th July 2008.



Photo 2488, by **Colin Lloyd**, added to LTSV on 07/12/2008.

Since it was photographed at Hatton Cross at the end of July, Travel London LDV Convoy minibus GK52TVA has gained a repaint in red, new number plates, and had repairs to its front panels. It was seen at the same location on 1st November 2008. Although it carries full lettering, there is no sign of the allocated fleetnumber of 8948.



Photo 2489, by **Glyn Matthews**, added to LTSV on 07/12/2008.

Another vehicle to have changed livery recently is London Central Ford Transit van EF05YJC. This Bexleyheath-based vehicle was delivered in plain red (see photo 1302) but gained a reflective stripe by 2008. On the 2nd of December it was seen in its home town.



Photo 2490, by **Malcolm Conway**, added to LTSV on 07/12/2008.

The Docklands Buses operation (now part of the Go-Ahead group) makes use of a couple of anonymous silver minibuses for crew ferry duties. Ford Tourneo EX05FYO was seen close to Stratford Bus Station on 4th December 2008.



Photo 2491, by **Glyn Matthews**, added to LTSV on 07/12/2008.

This vehicle has been illustrated before (and was on the front cover of SUP24C) but it has been included again to show the return of the fleetnumbers. Most of the former Stagecoach service vehicle fleet lost their five-digit fleetnumbers at the same time as their Stagecoach logos. The fact that the numbering system remains in use was evidenced by the delivery in 2008 of new vehicles carrying numbers in the 960xx range. Upton Park's Ford Transit Connect van HT05VAD was numberless in 2007 (see photo 1879) but had had one reapplied when it was photographed at Canning Town Bus Station on 13th November 2008. This photo also shows the fading of the reflective stripes, typical of vehicles left outdoors.



Photo 2492, by **Ray Monk**, added to LTSV on 07/12/2008.

This Vauxhall Corsa van seen on the forecourt of London Central's Bexleyheath Garage on 16th November 2008 is in the same registration series as several similar vehicles in the Blue Triangle fleet, both companies being part of the Go-Ahead group. Bexleyheath has always had a small van allocated in recent years, including a unique Fiat Punto (X181CDY) and a Ford Fiesta (EG04MKU). Vauxhall Corsa vans are not particularly common, although an example of a slightly earlier design was coincidentally passing the garage as this photo was taken.



Photo 2493, by **John Lloyd-Martin**, added to LTSV on 07/12/2008.

We didn't have enough vinyls to finish this one! East Thames Buses took delivery of a pair of Ford Transit vans in spring 2008 and they had this curious chevron pattern applied to the sides as well as the more normal rear. The layout is in fact identical to that carried by the London Buses Incident Response Units (such as 6357M) but looks even odder on a white background. Photographed at Eltham Bus Station on 20th August 2008.

Photo 2494, by **Ray Monk**, added to LTSV on 07/12/2008.

In recent years Arriva London has made use of a large fleet of Vauxhall Combo vans for crew ferry duties. When new route 135 started in May 2008, it was supported by a new batch of silver 2-door Vauxhall Corsa cars, and later in the year more of the same were delivered to other garages to make a start on replacing the vans. One of the first bases to be dealt with was Lea Valley, which took cars numbered 121 to 135. 121 was caught as it turned towards the garage off Watermead Way on 14th November 2008.

Photo 2495, by **Glyn Matthews**, added to LTSV on 07/12/2008.

Metrobus renewed a large part of its crew ferry fleet in October 2008, when 14 Renault Trafic minibuses replaced a similar number of 5-year old Ford Transits. The new minibuses were numbered 8028 to 8041 and all but the last three were allocated to Orpington. 8030 (LX58DFN) was seen passing Bromley North Station on a damp 8th November 2008.

Photo 2496, by **Damon Cross**, added to LTSV on 07/12/2008.

The Metrobus garage at Crawley is next to the railway line south of Gatwick Station and was recently made more visible by the removal of a lot of lineside vegetation. This photo taken on 14th September 2008 shows much of the yard and several service vehicles. At either end of the row parked nearest the camera are recently delivered Ford Transit Connect vans, 9024 (EA08FHP) to the right and 9023 (EA08FHB) to the left. Second from the right is brand new Renault Trafic high roof engineers van 9102 (LX58XCT), which was delivered to Orpington garage very soon afterwards. The Ford Transit is 8014 (GP53RBX), destined to be replaced by a delivery of Renault Trafic minibuses the following month.

Comment by *Ray* on 08/12/2008: Over the line is an industrial estate which allows a clear view in the opposite direction (but only when most of the run-out has occurred), the red-edged buildings being at the rear of this estate.

Comment by *Damon* on 08/12/2008: Taken from a passing train on the fast lines. A closer view can be had from the slow lines and if you're lucky you may get held at signals outside of Gatwick and get a longer view!



Photo 2497, by **Colin Lloyd**, added to LTSV on 07/12/2008.

Almex has a number of Vauxhall Astra cars in the AU06Uxx registration series but, as seen here, most operate without any lettering. This example has a removable roof beacon and was parked at Canning Town bus station on 16th September 2008.



Photo 2498, by **Colin Lloyd**, added to LTSV on 07/12/2008.

First corporate colours are (perhaps thankfully) not carried by vehicles based in London. 90022 is a Volvo FL6.17 recovery truck in the First Manchester fleet (or First Recovery perhaps!) and painted in group white, pink and purple. The lifting equipment has a low profile, not being visible above the side panels. It was caught at Bolton bus station on 7th August 2008.

Comment by *m3presman* on 09/12/2008: These Volvo FL7 tow trucks dont have any lifting gear. They were built by Wreckers International and are just tow wagons with weights. Mark



Photo 2499, by **Damon Cross**, added to LTSV on 07/12/2008.

Sporting what must be the largest fleetnumbers ever, this is Lothian A24, a Ford Transit van in Harlequin livery seen in Edinburgh on 16th March 2008.



Photo 2500, by **Damon Cross**, added to LTSV on 07/12/2008.

Taken from the same location as the last picture, this is a Lothian Buses garage (Which one Damon?) on 16th March 2008. In the foreground are a trio of Fiat Doblo (?) vans and a single Ford Escort, while on the upper level are a line of Wright-bodied double-deckers. Note that Lothian make use of rear destination blinds.

Comment by *Damon* on 07/12/2008: This is the garage that Lothian call "Central" also known as Annandale Street because that's where it is. In the last couple of years they seem to have created this handy little yard right on the main road to keep all their service vehicles in - no binoculars required. Recommended.

Comment by *Kim Rennie* on 08/12/2008: Note the buses with motorised rear destinations, proper blinds and white-on-black too, plus full via points at the front. LRT have no intention of dumbing-down to TFL levels!