



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 3h - Photographs 3501 to 4000

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 They may therefore contain incorrect assumptions or superseded information.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 3501 to 4000, originally published between June 2011 and June 2012.

Thomas Young, Abbey Wood, March 2015



Photo 3501, by **Graham Smith**, added to LTSV on 17/06/2011.

Another recently delivered IRU van is 7018M, photographed at Turnpike Lane Bus Station on 15th May 2011. The van had only been licensed five days earlier.



Photo 3502, by **Ivor Norman**, added to LTSV on 17/06/2011.

What you might call a bog-standard Ford Transit van, 7038F was new to London Underground in February 2011. On 7th May that year it was found parked on Apold Street in the city of London. There is an electrical substation (presumably for the Central line) nearby.



Photo 3503, by **Ray Monk**, added to LTSV on 17/06/2011.

Relatively few Ford Focus estates have been added to the central fleet over the past year, the preference seeming to be for larger vehicles like the Peugeot Partner, Citroen Berlingo and Renault Kangoo. There was also a sole Skoda (see photo 3168), perhaps for evaluation. From spring 2011 a number of Volkswagen Passat estates were delivered, this type having latterly been very rare as a service vehicle. Ray caught two Passats being delivered to Acton Works on 13th June 2011. Both wore unmarked white/blue livery but will presumably appear with lettering and fleetnumbers in due course. KP11FRX paused on Bollo Lane before heading into the works, allowing this photo to be taken. I've just noticed that the Skoda Octavia and the VW Passat are very similar, probably sharing major components.

Comment by *Thomas Young* on 01/07/2011: Sorry, just found out this is not a Volkswagen Passat! It is a Volkswagen Golf. Equally rare as an SV though....



Photo 3504, by **Ray Monk**, added to LTSV on 17/06/2011.

Although still dominated by Toyota Prius cars, the TfL Streets fleet has gained quite a bit of variety over the past year. As well as several different types of cars, some vans have now also joined the operation. First up were five Peugeot Bippers in 2010. These were followed in spring 2011 by (at least) two Vauxhall Combos. As with most of the fleet, the vans carry white/orange livery and have light-bars. No fleetnumbers are displayed, but they are likely to be allocated. Policy does appear to be that cars are often un-numbered but vans are nearly always numbered. LN11PZK was caught leaving the Chancel Street garage on 10th May 2011.

Photo 3505, by **Ray Monk**, added to LTSV on 17/06/2011.

As reported last month, the London Buses Technical Services Group has moved from Chingford to Mandela Way in Bermondsey. Now occupying the former East Thames Buses garage (along with the Dial-a-Ride minibuses), their reduced fleet can usually be seen from the road. Parked up on 7th June 2011 were Ford Transit 6322F and an un-marked Ford Transit Connect van. The latter is notable for being the first restyled Connect seen in red livery, and also for having an additional side window in the nearside only. LT11XFY was licensed in March 2011 and appears to be a direct replacement for broadly identical 6401F (see photo 3080). The new van no doubt has a fleetnumber on paper at least, but we will have to wait until we (hopefully) receive an updated fleetlist from Acton to find out what it is.

Photo 3506, by **Colin Lloyd**, added to LTSV on 17/06/2011.

Colin sent me this picture and asked if this was a former service vehicle. It certainly carries more-or-less the right livery. It turns out that Iveco EuroCargo dropside truck YJ56USY was in fact hired by Tube Lines in summer 2007 and it lasted for almost a year, working from the lorry yard at Acton. The lorry was notable for having a sleeper extension atop the cab, and a very tall headboard on the body. It was photographed parked in Ongar on 11th May 2011.

Photo 3507, by **Ray Monk**, added to LTSV on 17/06/2011.

This van is a bit of a mystery. Found at Eltham Bus Station on 16th May 2011, this Ford Transit van is quite clearly Arriva training vehicle number 168. But which part of Arriva? Arriva Kent Thameside would be the logical answer, but the vehicle has never been reported there. The only information I could find out about this van was this it used to be number 1168 in the Arriva Southend fleet.

Comment by **Ray** on 10/10/2013: Seems is/was based at Sheerness for a time. Photo can be found at <http://www.flickr.com/photos/41076825@N02/8686898994>

Comment by **Ray** on 25/01/2014: Photos at <http://www.flickr.com/photos/fwc439h/10087006584>
<http://www.flickr.com/photos/matthew247evans/6859449806>
<http://www.flickr.com/photos/matthew247evans/6859457276>

Photo 3508, by **Malcolm Conway**, added to LTSV on 17/06/2011.

Here's a picture with a lot of history to it! No, honestly. Bear with me. Mercedes Sprinter minibus R961SLL was photographed in Ilford on the 19th of May 2011. Latterly with the East Thames Buses operation, I had marked it down as being withdrawn, based on a lack of sightings. It is hard to be certain from this photo but perhaps the vehicle has moved within the Go-Ahead group to the Docklands Buses operation based at Silvertown. This minibus started life as a London Dial-a-Ride vehicle and various remnants of their livery can still be seen. Notably the rear carries its original local fleetnumber of 32, along with the later London-wide number of D288. The latter was changed to E288 by East Thames Buses, perhaps to avoid any confusion when the vehicle was parked at the Mandela Way base (also home to many Dial-a-Ride vehicles). The location is slightly ironic. East Thames Buses was formed to take over the services of Harris Bus, who were of course big in Ilford.

Photo 3509, by **Graham Smith**, added to LTSV on 17/06/2011.

This Ford Transit has been the engineers van at Harrow Garage for the past few years. It originally carried London Sovereign titling along with the crest of the parent company London United. Traces of both are still visible on the front, beneath the later Transdev lettering. Given that London Sovereign is now part-owned by Veolia in addition to Transdev, a further change of branding would not be unlikely. The van was caught passing near Harrow Bus Station on 13th May 2011.

Photo 3510, by **Ray Monk**, added to LTSV on 17/06/2011.

Arriva London has its headquarters in offices at the rear of Wood Green garage, with a separate entrance off Watsons Road. One or two service vehicles can sometimes be found parked here. On 24th of May 2011, Ray found this dark blue Vauxhall Astra van (erroneously recorded as a Vauxhall Combo in SUP24D). Although lacking company logos, it did have a bonnet number of the type normally found on Arriva crew ferry cars. In this case the number relates to the Arriva 'paper' fleetnumber of VAN078.

Photo 3511, by **Ian Jordan**, added to LTSV on 17/06/2011.

The eleven Renault minibuses acquired by the East London Bus Group in 2008 continue to work mainly from West Ham Garage (with a couple at Rainham) under Stagecoach ownership. Most never had any lettering applied other than small fleetnumbers in the front and rear windows. The ninth of the batch to be illustrated on this site is EX08KZS (fleetnumber 96009), caught approaching Canning Town Bus Station on 21st May 2011.

Photo 3512, by **Ray Monk**, added to LTSV on 17/06/2011.

This is the car park of Tescos on the Old Kent Road on the 7th of June 2011, with three Arriva London crew ferry cars visible. Rather surprisingly, all three are from Ash Grove garage, on the other side of the river. The Arriva operation there currently only works two routes. The 168 runs from Hampstead Heath to Old Kent Road, so these cars are presumably serving that route. The other route (78) also passes this point but has a northern terminus at Shoreditch, much closer to Ash Grove. The car in the centre is number 143, allocated to Tottenham when new in 2009 and also being seen at Lea Valley before moving to Ash Grove. On the left is car number 130 (FG58NZZ), which appears to lack bonnet numbers and side notices. This one also spent time at Tottenham and Lea Valley. On the right is one of the newest pair, which feature a slightly brighter shade of silver. A picture of these can be found at photo 3515.



Photo 3513, by **Ray Monk**, added to LTSV on 17/06/2011.

This unmarked Ford Transit minibus appears to belong to Arriva London for use as a driver evaluation vehicle. It was photographed on 24th May 2011 about to turn into the Arriva offices at Watsons Road (rear of Wood Green garage).



Photo 3514, by **Ray Monk**, added to LTSV on 17/06/2011.

This plain white Volkswagen Transporter van has been seen parked outside Plumstead Bus Garage several times over the past few months, although we were originally told it was not a company vehicle. However, the previous Plumstead engineers van (Ford Transit van RL54KVP - see photo 2902) was apparently stolen whilst on a call-out last year, so this van is presumably the replacement. As an aside, some similarly unmarked VW vans have been noted at West Ham garage. 12th June 2011.



Photo 3515, by **Ray Monk**, added to LTSV on 17/06/2011.

Arriva London's large fleet of Vauxhall Corsa cars was extended in May 2011 with the arrival of (at least) two more, this time for Ash Grove garage. These are to a slightly revised design compared to the earlier cars, and also feature a lighter silver colouring. Numbered 144 and 145, the pair were photographed at Old Kent Road Tescos on 7th June.



Photo 3516, by **Colin Lloyd**, added to LTSV on 17/06/2011.

S and H is not a name I have seen doing London bus recovery before. The map on the cabside of this smart Volvo FM truck appears to show the East Riding region (I'm not on-line as I write this so I can't check where they are actually based). Before anyone asks how I know this is doing London Bus work, I have also received photos of it passing the other way an hour later with Stagecoach Trident 17847 on tow. East Ham, 19th May 2011.

Update: I've now found out that S&H are based in the East Midlands. So what was their truck doing in London?

Comment by *richard* on 21/10/2011: I can shed some light on this, S&H send 2 trucks down to London to pick up Buses for refurb, this one pictured can go into the London Emission Zone (LEZ) so he picks one up, takes it to South Mimms services then back in to london for a 2nd to run back up with.



Photo 3517, by **Derek Everson**, added to LTSV on 25/07/2011.

Although in use for over 13 years, I had only published one photograph of Mercedes-Benz Actros artic 2559M until now. This fine shot taken on 9th March 2011 shows it coming down Bollo Lane towards the works at Acton, with Cartwright 3-axle flat-bed trailer T67 hitched up. Of the trio delivered in 1998, 2560M was written off in an accident in 2010, while 2559M and 2561M remain in regular use.



Photo 3518, by **Derek Everson**, added to LTSV on 25/07/2011.

Mercedes-Benz Atego Rescue Tender 2600 poses for the camera outside the Emergency Response Unit base in Battersea on 1st June 2011. This location was opened in September 2009 to replace the one at Tideway Industrial Estate, Vauxhall (although pending addition of the new location to the database, this photo links back to the Vauxhall page). Located on Stewarts Road, visitors should note that the vehicles are usually kept inside with the doors closed. I have just noticed that it is only the five short-cabbed ERU trucks that have the two square fold-down hatches towards the top of the rear end. I don't know what their purpose is but they seem to have led to the fitting of grab handles further down.

Comment by *Kim Rennie* on 26/07/2011: The square plates are opened to access hoses used for pumping operations.



Photo 3519, by **Derek Everson**, added to LTSV on 25/07/2011.

London United was notable for ekeing out long service from the former CDS service vehicles it inherited upon privatisation. Amazingly, a couple are still going into 2011. With a slightly rusty front end, Ford Fiesta van K255WNK has evidently not had a repaint since new 19 years ago, its original fleetnumber of 4203F still being visible. The Optare Tempo bus in the background of this view at Hounslow Bus Station proves that this is a recent photo, being taken on 19th April 2011.



Photo 3520, by **Derek Everson**, added to LTSV on 25/07/2011.

Until recently, determining which vehicles had left the leased fleet was a matter of guesswork (unless a vehicle happened to be seen with a subsequent user). However, we then discovered that a large number of vans are disposed of through British Car Auctions. One of our contributors has registered with them and is able to obtain lists of vehicles included in each auction. On top of this, another contributor has been making regular visits to one of their main locations, at Blackbushe. Six of the photos from today's batch were taken there, and show various service vehicles awaiting sale. Most are vehicles that were rarely seen or photographed during their time in the fleet. Ford Transit crew van 6008F has been shown before. This van never gained logos, and was thought to be used as a float vehicle. It was photographed in one of the huge sheds at Blackbushe on 30th June 2011.



Photo 3521, by **Derek Everson**, added to LTSV on 25/07/2011.

Ford Transit van 6096F was photographed at British Car Auctions, Blackbushe, on 26th January 2011. It was auctioned a fortnight later.



Photo 3522, by **Derek Everson**, added to LTSV on 25/07/2011.

Ford Transit Connect van 6146F was photographed awaiting sale at BCA, Blackbushe on 10th March 2011.



Photo 3523, by **Graham Smith**, added to LTSV on 25/07/2011.

Although London Buses' Honda Civic saloon cars have been in use for roundly four years, I have never shown this particular example in service. On 13th June 2011, Eltham-based 6300H was found at North Greenwich Station. It is still expected that these cars will be replaced this summer.



Photo 3524, by **Derek Everson**, added to LTSV on 25/07/2011.

Most (if not all) of the initial batch of Mercedes-Benz Sprinter Incident Response Unit vans were disposed of through British Car Auctions. Seen at their Blackbushe premises on 10th March 2011 were 6351M, 6355M and 6354M, with their light-bars removed but still in full livery. The markings were soon stripped off, as the next picture shows.



Photo 3525, by **Derek Everson**, added to LTSV on 25/07/2011.

Not surprisingly, the Mercedes-Benz Sprinter IRU vans look completely different without their extensive lettering and chevrons. Former 6354M was photographed at BCA Blackbushe on 22nd March 2011. It was auctioned 2 days later.



Photo 3526, by **London Spotter**, added to LTSV on 25/07/2011.

This un-numbered Vauxhall Astra estate is actually 6395V, one of four silver cars leased in late 2007 for use by LBSL Infrastructure. We don't get any official information about allocations of service vehicles, hence the importance of reporting sightings. However, I have to confess to having dropped the ball with this one. I still have it listed as being at Orpington, although the sightings suggest it had moved to Chancel Street by 2009 and more recently to Aldgate (where it was photographed on 11th June 2011). It is quite easy to miss new information among the lists of sightings, this being something that will be addressed in the next incarnation of the website. Note the IRU passing in the background.



Photo 3527, by **Ray Monk**, added to LTSV on 25/07/2011.

In 2007 and 2008, nine Ford Transits were delivered in white livery with additional lettering for Tube Lines signalling. The last of these to be illustrated on the site is 6435F, latterly tucked away at Wembley Park Station but recently moved to Finchley Central. It was photographed at the latter location on 9th July 2011.



Photo 3528, by **Derek Everson**, added to LTSV on 25/07/2011.

Disposals from the leased fleet have reached the 64xx number range as of spring 2011. 6449F was a low-roof Ford Transit van new in Metronet livery. It gained LUL livery by mid-2010 but was one of many SVs that were very rarely seen in daylight. It was auctioned by BCA at Blackbushe, where it was photographed on 6th July 2011.



Photo 3529, by **Graham Smith**, added to LTSV on 25/07/2011.

Although I have currently assigned it to Acton Works, sightings suggest that Ford Transit van 6593F may in fact be based at Hainault Depot. On 14th June 2011 it was paying a visit to Leytonstone Station, where it parked alongside resident car 6771C.



Photo 3530, by **Keith Valla**, added to LTSV on 25/07/2011.

Glowing in the sunshine at Uxbridge on 26th June 2011, 6613M is an Incident Response Unit that has been based at the nearby bus station since delivery in March 2009. It is the only van from the second batch not to carry fleetnumbers (although several others have incorrect fleetnumbers).



Photo 3531, by **Derek Everson**, added to LTSV on 25/07/2011.

Six Citroen Berlingo cars were delivered in 2009 for use by London Underground BCV. Several are easy to see (for example the ones at Leytonstone and Loughton) but others are more elusive. 6765C has been seen at a wide variety of locations, but usually at night. As such we don't know where it is actually based. On 9th March 2011, the slightly weary-looking car was caught about to arrive at Acton Works.



Photo 3532, by **London Spotter**, added to LTSV on 25/07/2011.

Ford Transit Connect van 6815F is often to be seen parked on the roads around Griffith House. On Sunday 12th June 2011 it was found on Harcourt Street, with Ford Mondeo 6906F behind.

Photo 3533, by **Derek Everson**, added to LTSV on 25/07/2011.

Vauxhall Astra van 6860V is probably based at Hearne House, behind the Museum Depot at Acton. On 9th March 2011 the London Underground-liveried van was caught leaving Acton Works.

Photo 3534, by **Colin Lloyd**, added to LTSV on 25/07/2011.

The two Ashwoods hybrid Ford Transit vans delivered to LBSL in late 2010 have recently been moving around, perhaps to allow evaluation of their performance in comparison with the existing Mercedes-Benz Sprinter vans. 6985F started out at Kingston but is now to be found at Stratford, as seen on 8th June 2011 alongside resident 6616M. 6986F started at Sycamore House, then moved to Eltham and most recently to Finsbury Park. It is believed that another pair of hybrid Transits are expected, perhaps from another convertor. Two red Transits have been seen lurking around Acton Works in recent weeks, and it could be that these will eventually appear, perhaps taking vacant fleetnumbers 6987 and 6988.

Photo 3535, by **Graham Smith**, added to LTSV on 25/07/2011.

Time to catch up with the LBSL IRUs. One thing that makes service vehicles so interesting is the minor differences between vehicles. Sadly there don't seem to be any with the IRUs! Apart from the change of wording from Network Operations to Bus Operations on the latest batch that is. Anyway, here we see 7001M at Brent Cross Bus Station on 15th July 2011. This particular van carried fleetnumber 6701M when delivered, presumably as a result of 6999 being mistaken for 6699. Fortunately it was corrected soon afterwards, and is currently based at Edgware.

Photo 3536, by **Malcolm Conway**, added to LTSV on 25/07/2011.

7002M is assigned to the central London operations, and can be seen variously at Victoria or Aldgate (or anywhere in between). On 24th June 2011 it was caught crossing in front of the Bank of England.



Photo 3537, by **London Spotter**, added to LTSV on 25/07/2011.

It was no surprise that Stratford Bus Station would receive some of the new IRUs, this location having the highest concentration of such vehicles. 7005M was delivered in March 2011 and was photographed on 8th June.



Photo 3538, by **London Spotter**, added to LTSV on 25/07/2011.

London Buses Incident Response Unit 7009M was photographed parked at Aldgate Bus Station (keeping company with an older IRU) on 11th June 2011.



Photo 3539, by **Graham Smith**, added to LTSV on 25/07/2011.

LBSL Incident Response Unit vans have a sliding door in the nearside only, as shown by 7012M at Waterloo on 14th June 2011.



Photo 3540, by **Graham Brown**, added to LTSV on 25/07/2011.

LBSL IRU 7016M was photographed parked on Aldwych on 14th June 2011, dealing with bus diversions resulting from a large fire on the Strand.



Photo 3541, by **Malcolm Glover**, added to LTSV on 25/07/2011.

Another chance to compare the Mercedes-Benz and Ford versions of the London Buses Incident Response Unit van. To the fore in this view taken at Stratford Bus Station on 21st July 2011 is Mercedes-Benz Sprinter 7017M, with Ford Transit (Ashwoods hybrid conversion) 6985F behind. Beyond these are the usual collection of Infrastructure department Volkswagen vans.



Photo 3542, by **Derek Everson**, added to LTSV on 25/07/2011.

Caught on its delivery run into Acton Works on 9th March 2011, this Ford Transit crew van was later given fleetnumber 7027F and London Underground lettering along with the customary red stripe. It is now one of many vans that are nominally based at Griffith House but in reality only visit there at the beginning of each night's work. I have left this wide-angle shot un-cropped on purpose. The brick structure in the background is the remains of a bridge support for a railway line connecting Acton Town and South Acton stations. This line closed many years ago. It occurred to me that the rather tight turn from the works into Bollo Lane (particularly for articulated vehicles) could be eased if the bridge support was demolished and the access road straightened out.



Photo 3543, by **Colin Smith**, added to LTSV on 25/07/2011.

This rather smart vehicle is yet another new type for the central fleet. 7034VW is a Volkswagen Caddy Maxi Life that serves as the LUL response car at Bollo House in Acton (where it replaced Vauxhall Zafira 6342V - see photo 2685). The Caddy Maxi Life is a people-mover variant of the long-wheelbase Caddy van. As such it is slightly hard to categorise. Is it a big car or a small minibus?! As noted with regard to the previous resident, the response car at Bollo House is rather difficult to see from the road. It was photographed in its normal parking space on 13th July 2011.



Photo 3544, by **London Spotter**, added to LTSV on 25/07/2011.

Another van-derived car is the Peugeot Partner Tepee, nine of which joined the leased fleet in early 2011. The first to be photographed was 7062P, found parked near Edgware Road Station during weekend works on 19th June 2011. The design shown is rather different to earlier Peugeot Partners (such as van 6750 and estate GP04ZXB). In fact it appears to be identical to Citroen Berlingo estates such as 6769C, suggesting a badge-engineered design.

Photo 3545, by **Derek Everson**, added to LTSV on 25/07/2011.

A dozen Vauxhall Astra cars were acquired for the TfL Streets operation in 2006/2007, comprising 11 estates and 1 hatchback. The hatchback may still be in use but the last of the estates was retired recently. Among the last to go was LR56OEV, photographed leaving Acton Works on 9th March 2011.

Photo 3546, by **Derek Everson**, added to LTSV on 25/07/2011.

The address of this particular vehicle was outlined recently (see photo 3494), but this view taken at Acton Works on 9th March 2011 shows a few more aspects. The exterior lights are fitted to all sides, the side and rear windows are heavily tinted, and there are sliding access doors on both sides. The rear chevrons look a bit non-standard as well.

Photo 3547, by **Ray Monk**, added to LTSV on 25/07/2011.

Ford Mondeo hatchback LN09WXM was new in April 2009 as one of many un-marked vehicles for staff use. However, by July 2011 it had been given Tube Lines logos, thus making it eligible for inclusion on this website. It was photographed (through the fence) at Arnos Grove depot on 9th July 2011, with Renault Kangoo 6428R and an un-marked Ford Focus estate also visible.

Photo 3548, by **Derek Everson**, added to LTSV on 25/07/2011.

The newest lorries in the central fleet at present are a pair of Iveco EuroCargo dustcarts delivered towards the end of 2009. Although both are based at Acton and perform similar work, I have yet to receive a usable photo of the second of the pair (EK59ZKM). However, here is a fine shot of sister EK59ZKL coming down Bollo Lane on 19th April 2011.



Photo 3549, by **Ray Monk**, added to LTSV on 25/07/2011.

A lucky catch was this shot of two brand-new Ford Transit vans being delivered to Acton Works on 11th July 2011. Both wore un-lettered white/blue livery at this stage. In the lead is mid-height crew van LL11LMY. Within a fortnight this had been given LUL livery and sent to Northumberland Park Depot, although we still don't have its fleetnumber. Bringing up the rear is jumbo crew van LL11LMJ. Ten points to anyone who can spot the feature that confirms this one is a jumbo!

Comment by *Ray* on 26/07/2011: Would it be that the currant bun has gone or that they are on a trunk route?

Comment by *Adam Floyd* on 31/07/2011: I reckon it's the side indicators mounted on the black rubber things that the front one doesn't have.

Comment by *Thomas Young* on 05/08/2011: Correct!

Comment by *Thomas Young* on 11/12/2011: Fleetnumbers for these two vans are now known.



Photo 3550, by **Ray Monk**, added to LTSV on 25/07/2011.

Dartford Garage eats Taxis! Standing out somewhat from the numerous black FX4 taxis to have operated for Arriva Kent Thameside in recent months, M391MYH wears a slightly curious silver livery. In certain light it can appear almost black. Given fleetnumber CF20 but not carrying any visible lettering, it was photographed at Eltham Bus Station on 29th June 2011.



Photo 3551, by **Colin Lloyd**, added to LTSV on 25/07/2011.

If you visit Hatton Cross Station you will almost certainly see this van. It is one of several used by London United for the past few years, nipping back and forth between here and the garage at Hounslow Heath. Acquired from British Telecomm when just four years old, it was given local fleetnumber HH3 and until recently had Transdev lettering. In the background are some other regular visitors, including minibuses used by Abellio crews and an MCV-bodied bus operated on British Airways staff shuttle services by Flights Hallmark. Photo taken on a rather wet 16th June 2011.



Photo 3552, by **Colin Lloyd**, added to LTSV on 25/07/2011.

Some updating of the Transdev/London United service vehicle fleet has been undertaken in recent months, mainly with 5-year old vehicles replacing rather older ones. Showing the anonymous livery that most vehicles have operated in since the recent change of ownership, WP55VPF is a Vauxhall Corsa van acquired in June 2010. Initially based at Hounslow garage, it has since moved to Hounslow Heath and is used as a crew ferry vehicle, typically working to Hatton Cross (where it was photographed on 16th June 2011).



Photo 3553, by **Ray Monk**, added to LTSV on 25/07/2011.

This anonymous Vauxhall Corsa van photographed on Temple Mills Lane on 30th June 2011 is a member of the First London service vehicle fleet. Ray and I found it parked inside Alperton Garage last July, then ran into it again at Uxbridge earlier this year. It is not clear if it has been transferred (perhaps now to Lea Interchange) or if it is performing a company-wide role.



Photo 3554, by **Derek Everson**, added to LTSV on 25/07/2011.

Another red Vauxhall Corsa van, but this time less shy about advertising its ownership. GV57YCJ is one of several operated by Go-Ahead London, but is the only one to carry company lettering. It also has a light-bar and a curious design of rear chevron. It was parked outside its home garage at Camberwell on 1st June 2011.

Comment by *slr* on 02/08/2012: This is the radio car, used by officials to travel to incidents. Based here as Camberwell is the only location where there are controllers on duty 24 hours.



Photo 3555, by **Colin Lloyd**, added to LTSV on 25/07/2011.

A rather surprising photograph, taken in Uxbridge on 26th June 2011, shows First London's anonymous Volkswagen Crafter vans VO59XRM and VO59XRR. It is unusual to see two engineering vans running together. VO59XRM has been seen at Uxbridge Garage a number of times, but XRR has only been reported once, near Golders Green! Could they both now be based at Uxbridge? Or was XRR visiting?



Photo 3556, by **Ray Monk**, added to LTSV on 25/07/2011.

Arriva and Stagecoach have both recently started renewing their crew ferry fleets, replacing vehicles that had only worked for three years. In the case of Arriva, the replacements are very similar Vauxhall Corsa cars. Curiously they are re-using existing fleet numbers. However, although most of the 2008-vintage Corsas work from Barking garage, the new vehicles have been seen mainly at Lea Valley and Edmonton. It would be interesting to know if old and new examples of the same number are in service at the same time, or perhaps the new cars have cascaded mid-age cars to Barking. Or perhaps it is another admin cock-up! Time will (sometimes) tell! This photograph taken at Lea Valley Garage on 23rd July 2011 shows new car 93 alongside older 134. Note the revised design, lighter colour, and the reduced amount of lettering (there is a small Arriva fleetname on the bonnet). In the background is one of the Citaro artics that are due to be replaced on route 73 on 3rd September.



Photo 3557, by **Ray Monk**, added to LTSV on 25/07/2011.

Photographed passing West Ham Station on 5th July 2011, this anonymous red Ford Transit van is used by Stagecoach from the nearby West Ham bus garage.



Photo 3558, by **Ray Monk**, added to LTSV on 25/07/2011.

Crew ferry duties from the large Stagecoach London garage at West Ham garage have now been largely taken over by a fleet of unmarked Ford Transit minibuses. There is a very regular 'service' the short distance to West Ham station (from where drivers take train services to various changeover points). YR11FUB was photographed at the station on 7th July 2011.



Photo 3559, by **Ray Monk**, added to LTSV on 25/07/2011.

Two of the photographs published today show a pair of Ford Transits being delivered (photo 3549 is the other one). Coming over the bridge and about to turn towards West Ham garage on 30th June 2011 these two minibuses had only been licensed that day. They soon entered service as crew ferry vehicles for Stagecoach London, but have yet to gain any markings.



Photo 3560, by **Ray Monk**, added to LTSV on 25/07/2011.

An odd man out among recent deliveries to Stagecoach London is this black Ford Tourneo minibus. Observations suggest it is used as crew ferry from West Ham garage. It was photographed at Canning Town Bus Station on 22nd June 2011. Just visible on the right (and reflected in the bodywork) is Tube Lines MAN demountable truck 2587.

Photo 3561, by **Colin Lloyd**, added to LTSV on 25/07/2011.

Enough of Ford Transits, let's move on to something more impressive. Photographed rounding Marble Arch on 27th June 2011, GN56BSZ is fleetnumber 93 in the Lantern Recovery Specialists fleet. This four-axle Volvo FH-series has bodywork supplied by Worldwide Recovery Systems. Like Sovereign, Lantern often put slogans on the sun-visors, this one reading 'Your Light On The Lonely Road'!

Photo 3562, by **Derek Everson**, added to LTSV on 25/07/2011.

Sovereign Recovery GF10XSB has been shown before but my excuse for showing it again is to highlight a minor modification. Since delivery it has had chrome shields fitted to the wing mirrors! On 22nd June 2011, Derek found the Volvo attending to Arriva London DWL46 outside Hackney Town Hall.

Photo 3563, by **Derek Everson**, added to LTSV on 25/07/2011.

Sovereign Recovery Mercedes-Benz Actros GK10VTL shows that the company is not limited to TfL-related work, despite the lettering on the bodyside. On 17th February 2011 it was to be found at Arriva Southern Counties' Guildford Garage, presumably having recently deposited Dennis Dart P293FPK over the pits.

Photo 3564, by **Richard Eversden**, added to LTSV on 25/07/2011.

The practice of converting old buses into towing vehicles remained popular outside London until the 1990s at least. Here is the first of two very similar-looking Welsh examples. New to Western Welsh (later National Welsh) in 1971, this Leyland Leopard with Willowbrook bodywork was converted into towing bus E1074 during the 1980s. It was based at Aberdare depot until being sold in 1992. National Welsh itself went into receivership that year. Note that the offside fleetname is in Welsh.

Photo 3565, by **Richard Eversden**, added to LTSV on 25/07/2011.

Also new as a bus in 1971, Leyland Leopard/Willobrook BTX332J found itself in the resurrected Red and White fleet following the sale of National Welsh's eastern division in 1991. Red and White was later sold to Stagecoach and RW2 survived long enough to be given Stagecoach logos but not a repaint.

Photo 3566, by **Derek Everson**, added to LTSV on 25/07/2011.

I don't really keep up with tube train developments and I have managed (unintentionally) to avoid travelling on the Victoria line for many months. So I was quite surprised to read that the last operational use of a 1967 stock train took place at the end of June 2011. As I mentioned the last time I illustrated a move like this, the original intention was to use rail connections when it came to disposing of the 1967 stock. However, it does appear that most of the cars are being moved by rail to Acton for equipment removal and thence by road. The destination for most of these will be the scrap yard of C F Booth in Rotherham, although a few are being stored at Eastleigh for unknown purposes. Derek watched the departure of car 4023 from Acton Works on 9th March 2011. This involved Allelys DAF XF BX02RKY reversing into Bollo Lane before heading towards Acton Town. A tricky move! The banksman has a control of some sort, with a connection to the truck, although the trailer did not appear to have steering. Perhaps it is just a communications link to the cab. Car 4023 had evidently been stored for some time as the other side was quite liberally graffitied.

Photo 3567, by **Ray Monk**, added to LTSV on 08/08/2011.

Renault Kangoo estate car 6816R was one of many vehicles delivered in 2009 in unlettered plain white/blue livery. While most of the others have now gained London Underground markings (and a red stripe), 6816R remains in this anonymous condition. Reports suggest it is assigned to the SSL operation, and it was photographed passing Acton Town Station on 25th July 2011.

Photo 3568, by **London Spotter**, added to LTSV on 08/08/2011.

The contributor known only as 'London Spotter' found this Ford Transit crew van parked near Edgware Road Station on 19th June 2011. 6915F is one of a large batch delivered in mid-2010 and allocated mainly to Acton Works.

Photo 3569, by **Graham Smith**, added to LTSV on 08/08/2011.

The five Peugeot Bipper vans with TfL Streets can often be seen around central London, although 6983P has yet to be photographed. On 4th July 2011, Graham caught 6982P rounding the IMAX cinema at Waterloo. Instead of the usual LED light-bar, this example has a detachable roof light.

Photo 3570, by **Ray Monk**, added to LTSV on 08/08/2011.

Although ordered in late 2010, and first licensed in February 2011, the first two Smiths electric vans for LBSL did not enter service until August 2011. As this photo shows, the vehicles are based on (and licensed as) Ford Transit vans. As well as Smiths labels, the rear has a sign for bodywork convertor Clarks, who were responsible for most of the staff welfare vans in the fleet. Although we had speculated that these vans would carry fleetnumbers 6987F and 6988F (to follow on from the Ashwoods conversions 6985F and 6986F), the first was given the surprisingly high number of 7160F. It was initially allocated to Aldgate Bus Station, where it was photographed on 6th August. Note the livery is the orange squares variant as carried by most Infrastructure vans. However, a change is the inclusion of large Buses roundels, as seen on most recent new bus deliveries. I'm not sure why the van has been tied to the railing with incident tape! Perhaps to stop staff driving it away while it is still plugged in?!

Photo 3571, by **Ray Monk**, added to LTSV on 08/08/2011.

I have commented on this vantage point at Northumberland Park depot before (see photo 2779), but on 23rd July 2011, Ray was lucky. Visible were recently delivered Ford Transit crew van LL11LMY (fleetnumber not yet known) and also Smart car 7067SM. Ford Transit minibus 6779F on the right is one of a pair allocated here that are unusual for being all white.

Photo 3572, by **Colin Smith**, added to LTSV on 08/08/2011.

Perhaps as a result of the accident that befell Actros artic 2560M in 2010, Tube Lines has had to hire an additional artic tractor recently. Photographed in the lorry yard at Acton Works on 27th July 2011, DK08LBP is a 2-axle MAN TGX 18.440 tractor unit. Note the small Tube Lines logos stickers applied to the doors.

Photo 3573, by **Ray Monk**, added to LTSV on 08/08/2011.

Stagecoach London has recently been renewing its engineer's van fleet. Unlike the crew ferry minibuses, the new vans have been given full Stagecoach lettering, and they also carry their Stagecoach national fleetnumbers. Photographed (with permission) in West Ham Garage on 6th August 2011, YC11JYJ is number 95250. Note the large Buses roundel towards the front (slightly smaller than the ones on LBSL 7160F) and the descriptive side lettering.

Photo 3574, by **Ray Monk**, added to LTSV on 08/08/2011.

YC11KSJ is the new Stagecoach Fleet Engineers van at Catford (does exactly what is says on the side of the van!). It was photographed outside its home base on 3rd August 2011. The fleetnumber is in yellow, low down on the side and unfortunately could not be made out from this photo.

Photo 3575, by **Ray Monk**, added to LTSV on 08/08/2011.

Stagecoach fleetnumber 95260 appeared on Ford Transit van YC11KTL at Bromley Garage, where it was photographed on 3rd August 2011. It had been licensed less than a week earlier. The fleetnumber on this example is further forward than on the Catford example. With numbers 95250 and 95260 reported, Ray speculated that there may be a batch of 11 such vans for Stagecoach London. This would allow for one at each garage plus a spare. Or perhaps two will go to Leyton, which has always had two vans allocated in recent years.

Photo 3576, by **London Spotter**, added to LTSV on 08/08/2011.

Unlike the new engineers vans, the Ford Transit minibuses with Stagecoach London are still operating in a very anonymous condition. They no doubt have national fleetnumbers allocated though. Photographed at West Ham Garage on 26th July 2011, YF11HTV is one of at least 6 such vehicles allocated here. There may also be one or two at Rainham.



Photo 3577, by **London Spotter**, added to LTSV on 08/08/2011.

The Ford Transit minibuses at Stagecoach's West Ham garage are used to ferry bus drivers to changeover points, or to West Ham Station (from where they can take trains to other changeover points). Many carry colour-coded notices in their windscreens showing their destination. YF11HUH, photographed at the garage on 26th July 2011, has a green card showing Canning Town. Others include yellow for West Ham Station and orange for Crossharbour.



Photo 3578, by **Malcolm Conway**, added to LTSV on 08/08/2011.

The Barclays Cycle Hire scheme has been making use of some hired vehicles itself recently, mainly vans to support the movement of bicycle between docking stations to suit demand. It is not known if this is due to additional requirements or perhaps problems with the existing fleet (the Alke electric trucks are certainly less evident recently). Photographed at Trafalgar Square on 27th June 2011, Mercedes-Benz Sprinter van LM60DFR had Cycle Hire labels on the side and front but retained Europcar signing on the rear.



Photo 3579, by **Clive Greedus**, added to LTSV on 08/08/2011.

Clive Greedus has recently built a superb 4mm scale model of the iconic Parsons Green works, which acts as an ideal stage to display his collection of service vehicle models. Prominent in this view are Bedford OSS articulated low-loader 953B and (on the left) Ford E83W Utilecon 939F. Clive has also been doing some research into the latter vehicles, the results of which form an article published on this site today.



Photo 3580, by **Clive Greedus**, added to LTSV on 08/08/2011.

Looking into the main dock on Clive's excellent model of Parsons Green works, Bedford OLBD and Austin K4 lorries are awaiting loading, while a Ford 307E van is parked near the entrance.



Photo 3581, by **Clive Greedus**, added to LTSV on 08/08/2011.

A view from the road on Clive's model of Parsons Green works. This could be compared with a real photograph taken in 1977 (see photo 1025).



Photo 3582, by **Clive Greedus**, added to LTSV on 08/08/2011.

The roadway between the main buildings at Parsons Green Works was often packed full of service vehicles, as seen in photo 2308 from 1962. Clive's superb 4mm scale model of the works makes some compromises in terms of size but still captures the essence of the location.



Photo 3583, by **London Spotter**, added to LTSV on 29/08/2011.

While most service vehicles are leased for a period of three years (with quite a few extended to four years), this van is coming up to its fifth year of service. New in October 2006, 6034F was one of a batch of Gas bi-fuel Ford Transit Connect vans used by the Tube Lines lifts and escalators team. It was often seen around Griffith House until this department moved to Frank Pick House at Acton. Strangely it was never photographed until London Spotter came across it in Heath Park (near Gidea Park, Romford) on 24th August 2011. Perhaps the alternative fuel system used is the reason behind their longevity.



Photo 3584, by **Kim Rennie**, added to LTSV on 29/08/2011.

6570F was a single-cab Ford Transit dropside truck new in Tube Lines livery in November 2008 and based at Acton Works. In early 2011 it had its logos and fleetnumbers removed, for reasons unknown. On 22nd August 2011 Kim caught it passing through West Kensington.



Photo 3585, by **Kim Rennie**, added to LTSV on 29/08/2011.

Between 2007 and 2009 no fewer than 15 staff welfare vans entered the leased fleet, all being based on Ford Transit jumbo vans. There are several different configurations (ie 2 or 4 toilets) and livery variations. 6705F, seen at Paddington Station on 22nd August 2011, is one of three to carry an all-white livery. The provision of so many vehicles does seem slightly excessive, and I wonder if there was ever an occasion when all were in use.



Photo 3586, by **Kim Rennie**, added to LTSV on 29/08/2011.

As mentioned recently (see photo 3458), the two Volkswagen Transporter minibuses new for the TfL Safety and Policing team have been reassigned. As this view taken at Paddington Station on 22nd August 2011 shows, they are now with Tube Lines. Based at Acton Works, they seem to be used in conjunction with the staff welfare vehicles, hence their appearance at BCV/SSL work sites.



Photo 3587, by **Colin Lloyd**, added to LTSV on 29/08/2011.

Short-wheelbase Ford Transit crew vans have become an increasingly common choice for the leased fleet recently. 7091F is one of many that we have nominally allocated to Griffith House, although they will only appear there briefly at night. Very early on 14th July 2011 Colin found it passing through Ilford.



Photo 3588, by **Richard Jones**, added to LTSV on 29/08/2011.

On 19th August 2011 the London Buses Passenger Data team exchanged Ford Transit minibus 6240F for brand new (but largely identical) 7131F. The latter is seen in Acton Works just before it was driven to its new home base in the car park underneath Victoria Coach Station.

Photo 3589, by **Ray Monk**, added to LTSV on 29/08/2011.

The Arriva operation based at Wandsworth Garage recently ceased working on London Buses tendered routes (route 337 being lost to London General). The garage remains as the main base for the London Tour fleet, supported by a handful of small vans. Photographed outside the garage on 27th August 2011 were GX52XDA (which has at some point lost its lettering and fleetnumbers) and YC02VTU.

Photo 3590, by **Glyn Matthews**, added to LTSV on 29/08/2011.

The Ensignbus service vehicle fleet is getting smarter by the day! Ford Transit van FA04BZV was recently acquired from Veolia, along with a large batch of buses. It was quickly repainted into the standard blue and silver livery and was photographed at the Purfleet base on 19th August 2011. Volkswagen Caddy van LY02LUT is just visible on the right.

Photo 3591, by **Glyn Matthews**, added to LTSV on 29/08/2011.

Having been an anonymous member of the Ensignbus fleet for almost a year, high-roof Ford Transit van Y604ARX was treated to a repaint in August 2011. It was photographed at Purfleet garage on the 3rd of that month. Note that the lettering shows it to be a crew vehicle.

Photo 3592, by **Ray Monk**, added to LTSV on 29/08/2011.

New Stagecoach Ford Transit vans continue to be reported. As mentioned in Fleet News recently, the batch appears to number at least 11 vehicles. On 12th August 2011 Ray found YC11JYR at Plumstead Garage, bearing national fleetnumber 95251. This location has recently made use of an anonymous white VW Transporter van (RJ10RWO - see photo 3514), although interestingly another of the same has now also turned up here (RE60RZV). Pending confirmation, I have not added the latter to the database.

Photo 3593, by **Glyn Matthews**, added to LTSV on 29/08/2011.

Stagecoach 95256 (YC11KTA) is a new Ford Transit van assigned to the rather remote Rainham garage. It was photographed at home on a sunny 9th August 2011. Although the previous van assigned to Rainham was a white Ford Transit (95083 RJ05FHG), the one visible in the background is actually Ensign EX02YCC paying a visit!

Photo 3594, by **Glyn Matthews**, added to LTSV on 29/08/2011.

Acquired from MTS of Scotland in late 2010, SN08KWG is unusual in the Sovereign Recovery fleet for being 4-axle. Based on a DAF CF, it was photographed at Ensign's Purfleet premises on 19th August 2011.

Photo 3595, by **Glyn Matthews**, added to LTSV on 29/08/2011.

ERF service vehicles have never been common in London, with just four known of. One remains, a standby fuel tanker used by Arriva London. In the provinces however, many bus companies made use of ERF recovery vehicles. A surprising survivor, found in Poole bus garage on 22nd August, is B-series BCW146R. It carries the modern livery of Wilts and Dorset, although judging by the Preston registration it must have been acquired second hand. A more modern recovery vehicle was also present (Iveco L724WDL), and the ERF is most likely out of use.

Photo 3596, by **Richard Eversden**, added to LTSV on 29/08/2011.

From Poole in the present to Bath in the past - splish splosh! For those that don't remember it, the curiously named Badgerline was formed in May 1985 from the rural operations of the Bristol Omnibus Company. Following privatisation they expanded by buying up other former National Bus Company subsidiaries. These operators kept their names and liveries but all vehicles were obliged to wear the badger logo, usually quite large. Ten years later, in May 1995, the now huge Badgerline group was merged with upcoming GRT group to create FirstBus (later First Group then just First). Going back to the beginning, this photo taken in Bath Bus Station in the late 1980s shows two long-wheelbase Ford Transit vans. To the fore is Mk3 D639YLT, with Mk2 NFB846Y behind. Beyond them is Ford Transit minibus C548BHY, Badgerline being one of the pioneers of this type. Several of the batch ended up in London with Capital Citybus as crew ferry vehicles.

Photo 3597, by **Glyn Matthews**, added to LTSV on 29/08/2011.

Back to Poole again, this smart Iveco recovery truck was photographed in the Wilts and Dorset garage on 22nd August 2011. It was lettered for SV Commercials but the legal lettering (and the DL registration) show this to be Southern Vectis, the Isle of Wight bus operator. Both companies (plus several others in the area) are owned by the Go-Ahead group and there seems to be some interchange of vehicles. Indeed a Ford Transit van was also photographed here that had lettering on the front for Wilts and Dorset and on the back for Marchwood Motorways and Bluestar.

Photo 3598, by **Glyn Matthews**, added to LTSV on 29/08/2011.

Seemingly put out to grass at Dunfermline depot on 16th August 2011, this early Vauxhall Combo van is lettered for Rennies Executive Coach Hire. The five-digit fleetnumber is the only clue to the fact that this company is owned by Stagecoach. I recently found a website with a fairly comprehensive list of the (non-London) Stagecoach fleet. What is interesting is that this includes the service vehicles, all of which are numbered in the 9xxxx range. See <http://www.uk-buses.co.uk/stagecoach.php> for more.

Photo 3599, by **Glyn Matthews**, added to LTSV on 29/08/2011.

Continuing our quick tour of the UK, this is Go North East's Chester-le-Street garage on 24th August 2011. Service van 141 is lacking any badging, and is of a design that was produced by several manufacturers. Although it could easily be a Peugeot Expert, X751DJR is in fact a Fiat Scudo. I used to know Chester-le-Street quite well, though the last time I was there the buses were mainly Bristol VRTs and Leyland Nationals!

Photo 3600, by **Colin Lloyd**, added to LTSV on 29/08/2011.

Now, this is not London and it's not a service vehicle! There is a connection though. The London Buses Mercedes Actros recovery unit GM03TOW (see photo 2906) was acquired by Sovereign Recovery from George McPhie of Scotland in early 2009. Perhaps this similar vehicle (both in appearance and registration) is what replaced it. Photographed in Edinburgh on 19th July 2011, GM07TOW had a BHS Volvo FM artic (complete with trailer) on tow.



Photo 3601, by **Colin Lloyd**, added to LTSV on 29/08/2011.

The Lothian Buses fleet has featured on this site before (photo 2500 in 2008), but the company has evidently changed its livery again. This rather stylish maroon (sorry, 'madder'), gold and white scheme was worn by Ford Transit Connect van EA08NSJ, photographed on Princes Street on 19th July 2011. Note the tracks for the much-delayed tram scheme. A similar van was photographed bearing Routemaster registration WLT752.



Photo 3602, by **Colin Lloyd**, added to LTSV on 29/08/2011.

The Kings Ferry is a Kent-based commuter coach company that retains its identity despite ownership by National Express. GF60MXS is a long-wheelbase, high-roof Ford Transit van used by their engineering division. Although the coaches wear a greenish-yellow livery (by coincidence one was passing at the same time), all the vans seem to be red. Photographed at the Elephant and Castle on 14th July 2011.

Comment by *Thomas Young* on 01/09/2011: By chance I noted similar EJ03ODN in Erith today. It had had its lettering removed but the outlines were still clearly visible. Looked identical to that in the picture.



Photo 3603, by **Thomas Young**, added to LTSV on 02/09/2011.

Resident at Lillie Bridge depot since delivery in autumn 2007, Ford Transit crew van 6335F was photographed at home on 1st September 2011. It was flanked by one of the newest and one of the oldest leased service vehicles. Transit dropside 7112F on the left was new in mid-August, while 5987F on the right has chalked up very nearly 5 years' service. The latter was one of four vehicles seen at this location still wearing Metronet logos.



Photo 3604, by **Malcolm Conway**, added to LTSV on 02/09/2011.

A curious angle on an elusive vehicle. Malcolm noticed London Buses Volkswagen Caddy van 6733VW in the west end on 30th August 2011. Fortunately the bus he was on then caught up with the van parked on Oxford Street, enabling this shot. The vehicle's role appears to be in checking bus stops and/or ticket machines. Coincidentally I also saw 6733VW on the same day but was unable to get a picture.

Photo 3605, by **Ray Monk**, added to LTSV on 02/09/2011.

Having been very elusive since delivery in early 2010, both of the Tube Lines Plant Services Mobile Maintenance Unit vans were tracked down on 1st September 2011. 6859F was in Lillie Bridge depot, parked conveniently close to the entrance. 6858F was then found at the newish Tube Lines depot on North Crescent, West Ham. A return visit there is planned to try and get a photograph.

Photo 3606, by **Thomas Young**, added to LTSV on 02/09/2011.

Only a small part of Hainault Depot is visible from the 'outside', this being a parking area visible from a turning off Trotwood. However, there are the usual multiple fences to contend with. This view taken on 1st September 2011 shows a neat line up of four high-roof Ford Transit vans. Oddly all four are from different batches, with different year registrations. From the right they are 6979F, 6660F, 6958F and new 7137F. The latter appears to lack the roof-mounted tube carried by the other trio. On the far left is Volkswagen Transporter crew van 7078VW.

Photo 3607, by **Thomas Young**, added to LTSV on 02/09/2011.

A peek into the yard at Leyton Westdown Road on 1st September 2011 with several new vehicles (or at least parts of them!) visible. Nearest the camera are a pair of Volkswagen Passat estates, a rare type that has never been shown on LTSV before. Next are Ford Transit crew vans 6773F (nose out) and 7039F (nose in). The latter is of interest, being an Ashwoods hybrid conversion similar to LBSL 6985F/6986F. The two silver Transits are minibuses 6819F and 6818F. Behind them is a vehicle that was not positively identified. However it had Ashwoods badging on the rear (like 7039F) and appeared to be registered YC11-something. This is presumably YC11AEW, for which the fleetnumber 7040F would seem to be suitable! Bringing up the rear is Volkswagen Transporter 6866VW.

Comment by *Thomas Young* on 26/09/2011: YC11AEW is now confirmed as 7040F

Photo 3608, by **Malcolm Conway**, added to LTSV on 02/09/2011.

It seems as though every Stagecoach London bus garage has received one of these new Ford Transit vans recently, although the examples at Bow and Leyton have not yet been positively identified. 95258 is based at Barking and was photographed attending to a North Street Dennis Trident in Ilford on 30th August 2011. The livery includes the garage name and the Buses roundel.

Photo 3609, by **Ray Monk**, added to LTSV on 02/09/2011.

Crossing the railway line at West Ham on 1st September 2011, YF11HTY is based at nearby WH garage, and is the first of the batch to gain Stagecoach logos and a fleetnumber (96201). As the windscreen board shows, it was heading for Canning Town.

Photo 3610, by **London Spotter**, added to LTSV on 14/09/2011.

Of the three Volvo FL6 demountable lorries remaining in stock, 2570V was withdrawn due to accident damage in January 2011. It was still in the yard at Acton Works on 31st August, with a missing rear wheel and a smashed windscreen. This view clearly shows the runners on the chassis used to guide bodies into position, and also the fold-under tail-lift. Also visible is one of the crew-cab demountable bodies (either DB11 or DB12) with an Unfit plate attached. Perhaps this body was on 2570V when it had its accident. Partially hidden behind this is a hydraulic hoist loaded onto a small trailer. The trailer is possibly T69 or perhaps T63 but unfortunately it was not photographed. Further back are dropside trailer CT34 and the mangled front-end of Ford Transit 6932F, also accident damaged.

Photo 3611, by **London Spotter**, added to LTSV on 14/09/2011.

This is the first fence-free photograph of MAN demountable lorry 2590 to be published on the site! Like the others in the batch it has had an extended exhaust pipe fitted (to prevent staining of bodies). When photographed in the Acton Works lorry yard on 31st August 2011 it was carrying crew-cab body DB16. Damaged Volvo 2570V is visible in the background while on the left are various Iveco and Mercedes lorries.

Photo 3612, by **Thomas Young**, added to LTSV on 14/09/2011.

With the closure of Tottenham and the move of the Vauxhall depot to Battersea, Camden is now the only Emergency Response Unit base that is easily visible from public areas. Present on 3rd September 2011 were the usual pair of Mercedes-Benz Atego rescue tenders (long-cab 2592 and short-cab 2595, both with Camden allocation stickers), plus the unit's car, Ford Ranger 6786F.

Photo 3613, by **London Spotter**, added to LTSV on 14/09/2011.

This vehicle is slightly more unusual than it looks, and I must thank the photographer for finding out its background. Ford Transit dropside tipper BN07YAV had originally entered service as part of what I will call the UUU (un-marked, un-numbered, un-liveried) fleet. It was based at Lillie Bridge (home to a few UUU's, such as BJ06YRV - see photo 2012) and fitted with a portable generator. It was at some point stolen, then eventually recovered. Strangely it was then given a repaint into standard livery, and was fitted with a rubbish cage. When photographed in the lorry yard at Acton Works on 31st August 2011 it had only recently entered service, quite possibly replacing venerable Transit 5474F (see photo 3185).

Photo 3614, by **London Spotter**, added to LTSV on 14/09/2011.

Quite possibly the heaviest service vehicle in use at present, LK58HKN is a four-axle Iveco Trakker grab-loader. The Thompson bodywork has a payload of almost 16 tonnes (or 13 cubic metres), while the Epsilon grab has a 500 litre bucket. It can usually be seen in the lorry yard at Acton, where it was photographed on 31st August 2011.

Photo 3615, by **LTSV Collection**, added to LTSV on 14/09/2011.

Gotcha! Although it entered service almost 2 years ago, Iveco EuroCargo refuse truck EK59ZKM remains the newest lorry in the fleet at present and was (until today) the only current lorry not to have been illustrated here. In July 2011 it was found - as usual - in the lorry yard at Acton Works, with sister vehicle EK59ZKL on the left and larger dustcart WP09SMX on the right.

Photo 3616, by **London Spotter**, added to LTSV on 14/09/2011.

WU59KWH is the newest of three Mercedes-Benz Econic dustcarts delivered in 2009, and is based with the others at Acton Works. All three have Geesink-Norba bodywork, while an earlier pair have Farid (WX57UMV is visible to the right). Photographed in the lorry yard on 31st August 2011, it had recently had lettering applied to the windscreen. I thought they carried rubbish rather than caution...

Comment by *Adam Floyd* on 15/09/2011: Maybe it collects up the caution that gets thrown to the wind by careless passengers!

Photo 3617, by **London Spotter**, added to LTSV on 14/09/2011.

6091F is an example of the short-wheelbase Ford Transit crew van, allocated to the Tube Lines escalators section based at Frank Pick House, Acton. Note that the company logos are rather larger than usual. It was photographed parked at its home base on 31st August 2011.

Photo 3618, by **LTSV Collection**, added to LTSV on 14/09/2011.

The first Volkswagen Caddy van joined the leased fleet in 2006 (5945VW - see phot 2199) and was followed in early 2007 by 6135VW shown here. This was the only example to wear Metronet logos on a white/blue livery (6532VW had them on a silver base - see photo 2621). Being due for replacement by the time the new Underground livery was launched, 6135VW retained its Metronet logos, albeit without one of the red swirls. Rather surprisingly, it was still in stock in July 2011, when it was photographed parked in Acton Works alongside Ford Transit 6919F.

Photo 3619, by **London Spotter**, added to LTSV on 14/09/2011.

The fleet of Staff Welfare Facility vans appears to have peaked at 15 vehicles, with no more added since mid-2009. Most of the fleet is normally parked at the south end of the lorry yard at Acton Works. Consecutively numbered 6517F and 6518F were photographed there on 31st August 2011. Both vans are fitted with four toilets, and hence lack the additional side windows. Many of the vans have two toilets, a seating area with microwave and side windows. I'm not sure which variant is bog standard...

Comment by *Thomas Young* on 26/09/2011: 6517F on the left has a J-N-P logo on the passenger door, but a P-N-J logo on the front!

Photo 3620, by **Ray Monk**, added to LTSV on 14/09/2011.

A recent addition to the locations list on this website, North Crescent is a depot that was originally operated by Grant Rail (see photo 2330) but which is now run by Tube Lines. North Crescent is a turning off Cody Road, close to the new West Ham bus garage. The depot has a large shed, with an internal road on three sides (the fourth side being North Crescent itself). The south and north ends of this road can be seen from the two gates, although it is likely more vehicles are hidden on the west side. Ray took this photo from the north gate on 5th September 2011. To the fore is Ford Transit dropside 6570F. As already reported (see photo 3584), this vehicle recently lost its Tube Lines logos, although its appearance here suggests it is still operated by them. Parked behind is another dropside, most likely 6386F, while in the distance is Transit van 6858F. The latter is one of two vans marked up as Mobile Maintenance Units for the Plant Services section. As can be seen, a tow-bar is fitted.

Photo 3621, by **LTSV Collection**, added to LTSV on 14/09/2011.

A general view of part of the Acton Works complex in July 2011, with several service vehicles on show. The shed to the left is occupied by the Emergency Response Unit (ERU), and two of their Mercedes-Benz Atego rescue tenders are parked outside (short-cab 2601 and long-cab 2594). The silver pick-up is Ford Ranger LS58XBV, un-marked and un-numbered but a regular sight at Acton. Further left is standard long-wheelbase Ford Transit crew van 6914F. On the right is Vauxhall Combo van 6576V, with a former ERU demountable body standing behind it. This is presumably DB6, the only example officially still in stock, although evidently no longer in mobile use.

Photo 3622, by **London Spotter**, added to LTSV on 14/09/2011.

Although similar to the Staff Welfare Facility vans, and kept with them in the lorry yard at Acton, 6706F differs by being a Canteen Briefing Facility. Externally the differences are the lettering and the roll-out awning on the nearside. Internally, a table and chairs is fitted instead of toilets. Photographed at Acton on 31st August 2011.

Photo 3623, by **Thomas Young**, added to LTSV on 14/09/2011.

Vauxhall Zafira 6713V was new in March 2009 as the LUL Incident Response car based at Edgware Road Station. It disappeared from that location later in 2009, eventually being found at the Allsop Place offices behind Baker Street Station. It was photographed at the latter on 3rd September 2011.

Photo 3624, by **LTSV Collection**, added to LTSV on 14/09/2011.

These three high-roof Ford Transits photographed at Acton Works in July 2011 may look identical but you can just guess that I am going to tell you about the differences! 6560F and 6789F on the left are both crew vans, but 6789F has a ladder-carrying rack compared to the more normal roof-rack on 6560F. 6806F on the right has no roof-rack and, as evidenced by the stalk-mounted side lights, is an extended length 'jumbo' van. As far as I know, the jumbo Transits are never fitted with roof-racks. Just visible on the right is Honda CR-V 6874H.



Photo 3625, by **LTSV Collection**, added to LTSV on 14/09/2011.

Four Honda CR-V cars were leased in 2009, following on from five that arrived in 2006. 6875H is slightly unusual for having an Essex registration number (6787H was registered in Portsmouth while the other pair have more normal Lx London marks). It also has a very high fleetnumber for a vehicle of its age. When new the car was unmarked but it later gained London Underground lettering (but not fleetnumbers). All the CR-Vs have been based at Acton Works, where 6875H was photographed in July 2011.



Photo 3626, by **LTSV Collection**, added to LTSV on 14/09/2011.

Two interesting vehicles were photographed together at Acton Works in July 2011. On the left is Ford Transit crew van 7039F. This is one of two Ashwoods hybrid conversions delivered in June and later allocated to Westdown Road (see photo 3607). On the right is Mercedes-Benz Sprinter truck 2563M. Normally based at Lillie Bridge depot and fitted with a generator, it was probably here for re-taxing. These vehicles (there were three of them) were originally thought to be demountables. However, the lack of slide rails on the chassis suggests otherwise.

Comment by *Thomas Young* on 16/09/2011: Correcting myself, 2563M was most likely here for disposal, its role at Lillie Bridge having been taken over by a modified 5474F.



Photo 3627, by **LTSV Collection**, added to LTSV on 14/09/2011.

Three London Underground liveried vehicles photographed at Acton Works in July 2011 were Ford Transit crew van 7046F, unique Toyota Hiace van 6817T and Transit dropside 6677F.



Photo 3628, by **London Spotter**, added to LTSV on 14/09/2011.

Fleetnumbers in the 71xx range appeared in all sorts of order, with 7190F being among the first. It was applied to a short-wheelbase Ford Transit crew van assigned to Tube Lines at Frank Pick House (where it was photographed on 31st August 2011). The side logo is of the more normal sized compared to 6091F (see photo 3617) parked nearby.

Photo 3629, by **LTSV Collection**, added to LTSV on 14/09/2011.

MCW Metrobus M1020 had a short second-life as a mobile exhibition unit for the Metropolitan Police. However, it has spent the last few years out of use at Acton Works. In 2009 it had its blue vinyls removed, revealing its previous London United livery, while in 2010 it was moved into the lorry yard, being dumped in the far corner, previously home to Leyland National LS334 (see photo 1806). Modifications to the blind-box and under-stairs areas are still apparent, as is the painting of the radiator blue to match its vinyls. It was photographed in July 2011 awaiting its fate.

Photo 3630, by **Ray Monk**, added to LTSV on 14/09/2011.

Go-Ahead London was the first London bus company to operate a modern electric service vehicle, in the form of Ford Transit dropside truck NK09CZX (see photo 2605), new in 2009. Sadly this vehicle was destroyed in a fire at Camberwell garage in January 2010. At about the same time, Go-Ahead announced plans to eventually operate an all-electric ancillary fleet, and indeed a Transit van (see photo 3035) entered service at Merton. In mid-2011 a second dropside was acquired. This carried the same fleetnumber (MF1) as NK09CZX so is probably intended as a direct replacement. MF1 may stand for Maintenance Fleet 1 or perhaps Milk Float 1! NK11GVD also has a similar (but not identical) livery of red with green leaves, while the lettering has been slightly amended to include an apostrophe but omit the Transport for London references. A final difference is the fitting of a mesh headboard and bolster. The new MF1 was photographed on a visit to Bexleyheath Garage on 7th September 2011. Visible on the left is LDP202, the only remaining Plaxton Dart based here following the influx of many Enviro 200s earlier in the year.

Photo 3631, by **Thomas Young**, added to LTSV on 14/09/2011.

A trip to Edgware Road Station on 3rd September 2011 was slightly disappointing. Several new LUL vehicles had been reported in the small yard here. However, on this day the yard area was crowded with contractors vehicles working on the adjacent building site (the new traction power supply building going up on the site of the Griffith House yard). In compensation, parked outside was this recovery truck. CS02REC is a four-axle Scania 164G 580 with Boniface bodywork and operated by J and A Recovery. It was picking up (literally) a slightly unusual bus. Route 27 is normally worked by SLE and VLE class buses from Stamford Brook Garage. However, this was an early VA bus from Hounslow. Hounslow had operated an extra service over part of route 27 in July and August to cover for Underground closures. However, they also operate the night service on the route. The green containers on the right are in the area recently cleared by the demolition of the traincrew offices.

Photo 3632, by **Malcolm Conway**, added to LTSV on 05/10/2011.

I was rather surprised to see this photograph of MAN demountable truck 2587 passing Mile End on 30th September 2011 since it is clearly carrying body DB20. Feltham Coachworks supplied four different bodies in the 1990s, although the other three (DB22-24) were only for use on longer wheelbase lorries. DB20 was a plain box body with a roller-shutter door on the nearside, but it has seen very little use in recent years. Every time I have seen it, it has been standing on its legs in the yard at Acton. The demountable concept has apparently fallen out of favour with Tube Lines and future deliveries are expected to be normal dropside lorries. It remains to be seen whether any box trucks are acquired to replace the bodies like DB20.

Photo 3633, by **Malcolm Conway**, added to LTSV on 05/10/2011.

Now one of the oldest vehicles in the leased fleet, Ford Transit dropside truck 6089F has been around a bit. Sightings suggest it was based initially at Acton Works before moving to Stratford Market, then on to Arnos Grove. Most recently it has been a regular back in Acton but now at Bollo House. On 27th September 2011 it was photographed entering Acton Works.

Photo 3634, by **Graham Smith**, added to LTSV on 05/10/2011.

There are currently nine of these all-white Ford Transit crew vans in use with Tube Lines, although 6260F is the only one not to display its fleetnumber. The number is odd (as in 'unusual', not as in 'not even') as the other three LS07xxx registered examples are in the block 6338F to 6340F. Based at times at Borough Union Street and Stratford Market Depot, it was photographed parked at Oakwood Station (alongside Vauxhall Combo van 6663V) on 24th July 2011. Being almost four and a half years old, replacement must be expected soon. Note that the photographer did try to move the sign in front, in order to get a better shot, but he only managed to bend it!

Comment by *Graham Smith (Enfield)* on 05/10/2011: LOL - yes Tom, I think I only had two Weetabix that morning rather than the regulation 3 for signpost moving.

Photo 3635, by **Ray Monk**, added to LTSV on 05/10/2011.

Another through-the-gate photo of North Crescent, West Ham, this time taken from the south end on 9th September 2011. As the arrow shows, there is a one-way system on the internal road around the main building (which is out of shot on the right). Visible on this occasion were two Vauxhall Combo vans. Nearest was 6378V, one of 22 such vans delivered with LN57xxx registrations in autumn 2007. Most of these were assigned to Tube Lines and based at Stratford Market depot, although they are now due for replacement. The other Combo is slightly older 6111V.

Photo 3636, by **Malcolm Conway**, added to LTSV on 05/10/2011.

Very rarely seen out and about (at least not in daylight), Ford Transit dropside truck 6530F was photographed at Mile End on 22nd September 2011. Assigned to Tube Lines and based at Stratford Market, like most recent dropside trucks it has a mesh-floored tail-lift. I'm still not sure exactly what the flaps on the underside are for though.

Photo 3637, by **Colin Lloyd**, added to LTSV on 05/10/2011.

Here is a very nice shot of Thornton Heath-based Incident Response Unit 6603M parked at Putney Heath on 10th September 2011. The first batch of IRUs was replaced when they reached three years old, so vans like this one (from the second batch) could be due to go in spring 2012. Note the decorated Routemaster parked behind.

Photo 3638, by **Malcolm Conway**, added to LTSV on 05/10/2011.

Ford Transit Connect van 6626F is quite a regular sight, popping in and out of Acton Works, as here on 27th September 2011.

Photo 3639, by **Ray Monk**, added to LTSV on 05/10/2011.

Among a large batch of numbered but unmarked vehicles leased in late 2008 were three Renault Master dropside trucks, a type not previously featured in the central fleet. Given their anonymous nature, reports were rare and hence the allocations are somewhat hard to determine. 6645 was seen at Hainault in 2010 but by mid-2011 had been transferred to Therapia Lane Tramlink depot. Although central fleet vehicles have been based here before (mainly LBSL infrastructure vehicles), this seems to be the first one to be used by Tramlink itself. Earlier Tramlink vehicles (like Ford Ranger EY57OXH) were acquired separately. As this photo taken at the depot on 26th September 2011 shows, the Renaults have crew-cabs and tail-lifts, and are thus rather similar to the more numerous Ford Transit trucks. 6645 has gained a large water tank in the back, connected to spraying equipment used to clear the tram tracks of leaves and litter.

Photo 3640, by **Graham Smith**, added to LTSV on 05/10/2011.

6663V is a Vauxhall Combo van in Tube Lines livery and based at Amos Grove. It was photographed at Oakwood Station on 24th July 2011 parked alongside Ford Transit 6260F. Note the roof bars. Very few Combo vans are fitted with these.

Photo 3641, by **Malcolm Conway**, added to LTSV on 05/10/2011.

Most sightings of 6664F have been of it out and about at night, and we are not sure of where it is allocated. A Ford Transit dropside truck with crew-cab and tail-lift, it was new in Metronet livery in 2009, later gaining the Underground markings and red stripe. On 27th September 2011 Malcolm captured it leaving Acton Works.

Photo 3642, by **Graham Smith**, added to LTSV on 05/10/2011.

Another vehicle whose allocation is unknown is Ford Transit Connect van 6674F, photographed at Oakwood Station on 24th July 2011.

Photo 3643, by **Malcolm Conway**, added to LTSV on 05/10/2011.

Daytime visits to Bollo Lane sometimes produce some unexpected results. These two long-wheelbase Ford Transit vans caught leaving the works on 27th September 2011 are both based here but quite rarely seen. To the fore is mid-height 6962F, fitted with a ladder-carrying roof rack. The number 6962 is also carried by a Vauxhall Combo van (LR60YSG) and, in the absence of any official information, we are not sure which one is correct. Following close behind was high-roof 6888F.

Photo 3644, by **Malcolm Conway**, added to LTSV on 05/10/2011.

I have received literally no requests to show the back end of a Peugeot Bipper van, so here it is! One of five operated by TfL Streets, 6981P was photographed passing through Elephant and Castle on 30th September 2011. Note the LED light-bar and asymmetric rear door.



Photo 3645, by **Thomas Young**, added to LTSV on 05/10/2011.

Mercedes-Benz Sprinter Incident Response Unit 6997M was photographed on Camden Road (close to the eponymous station) on 3rd September 2011. It was attending a police incident, seemingly involving the Arriva MA artic in front (which was still blinded for the N29). After a spell at Eltham, 6997M has settled back into a central-London role.



Photo 3646, by **Glyn Matthews**, added to LTSV on 05/10/2011.

Thornton Heath-based Incident Response Unit van 6999M was captured passing close to Selhurst Park on 17th September 2011. Since delivery, high-visibility stickers have been applied to the mirrors.



Photo 3647, by **Colin Lloyd**, added to LTSV on 05/10/2011.

One of several Incident Response Units allocated to Stratford, 7005M was photographed on Stratford Broadway on 22nd September 2011. The bus station here was closed to passengers between the beginning of August and October. Buses still stand there but there have often been no service vehicles present.



Photo 3648, by **Malcolm Conway**, added to LTSV on 05/10/2011.

London Buses IRUs allocated to Aldgate and Victoria seem to be interchangeable for central London duties. Nominally Aldgate-based, 7009M was photographed passing the Queen Mother's Gate at the bottom of Park Lane on 30th September 2011.



Photo 3649, by **Thomas Young**, added to LTSV on 05/10/2011.

Of the Incident Response Unit vans delivered in spring 2011, this is definitely the most elusive. We received information that it was in the basement at Victoria Coach Station but it wasn't caught in the open until 1st October 2011 when it was photographed at Wells Terrace bus station in Finsbury Park. It is perhaps a spare vehicle used to cover other vans away for maintenance.



Photo 3650, by **Ray Monk**, added to LTSV on 05/10/2011.

A slightly better view of Volkswagen Passat estate car 7041VW at Westdown Road (Leyton) on 9th September. In the background are the usual collection of Ford Transit vans and minibuses, although the sight of a Ford Transit Connect van here was unexpected. Unfortunately the vehicle could not be identified.



Photo 3651, by **Ray Monk**, added to LTSV on 05/10/2011.

Somewhat later than expected, new Toyota Prius cars started entering service with London Buses in September 2011. These are to start replacing the Honda Civic cars leased in 2007. The new cars carry the orange squares markings on a red bodywork that is slightly darker than standard, though nowhere near as dark as the 'maroon' carried by the Hondas. They also have neither light-bars nor fleetnumbers, although hopefully the latter may be added later (as happened with the Honda Civics). On 26th September, Ray found LN61ZGP parked at the back of Sycamore House (Thornton Heath), next to Civic 6299H.



Photo 3652, by **Ray Monk**, added to LTSV on 05/10/2011.

An interesting line-up at Turnpike Lane Bus Station on 26th September 2011 includes Ford/Ashwoods Transit van 6985F (continuing its tour of LBSL locations), Mercedes-Benz Sprinter 6609M (still pretending to be 6612M) and newly delivered Toyota Prius car LN61ZGR. Note the rear chevrons on the latter.

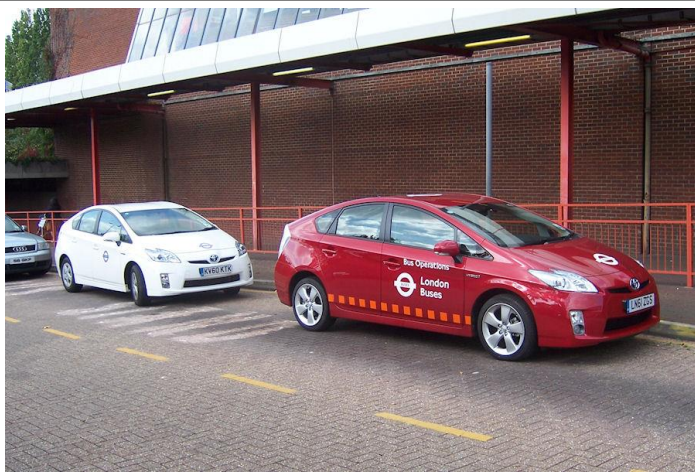


Photo 3653, by **Ray Monk**, added to LTSV on 05/10/2011.

With several resident Honda Civics, it was no surprise that Eltham Bus Station was one of the first locations to receive a new LBSL Toyota Prius in September 2011. Photographed there on the 23rd, LN61ZGS was parked in front of TfL Private Hire KV60KTK. Eltham is also home to one of the silver Prius cars new in 2010 but getting all three in one picture might be tough.



Photo 3654, by **Ray Monk**, added to LTSV on 05/10/2011.

The Toyota Prius hybrid car has now featured in various elements of the central fleet (although has yet to appear in white/blue tube-related livery). A small number have been operated as part of the unmarked car fleet. NJ58JFF was new in November 2008 and used by London Buses. On 19th September 2011, it was caught leaving Acton Works on the back of a Feltham Coachworks recovery truck (Mercedes-Benz Sprinter GX05PVJ). Whether it was going for repair or disposal is not yet known.



Photo 3655, by **Malcolm Conway**, added to LTSV on 05/10/2011.

Photographed leaving Acton Works on 27th September 2011, Cartwright 3-axle flatbed trailer T66 was loaded with new bogies, perhaps for S-stock trains. The bogies are held in place by yellow metal channels on the deck and by some serious 'luggage straps'. Motive power was being provided by Mercedes-Benz Actros 2561M.



Photo 3656, by **Ray Monk**, added to LTSV on 05/10/2011.

Eltham Bus Station on 27th September 2011 with a couple of taxis waiting for custom. No, wait a minute, these are service vehicles! Arriva Kent Thameside has acquired at least a dozen second-hand Carbodies FX4 taxis in recent months. They are used as crew ferries from Dartford Garage but are unlikely to all have been in service at the same time. The first few gained Arriva logos and fleetnames but most are anonymous. The pair here are CF21 K271MMD (which is actually very dark green) and CF19 N676CMG.

Photo 3657, by **Ray Monk**, added to LTSV on 05/10/2011.

It appears that the Grays-based Arriva operation is following Kent Thameside in using former London taxis as crew ferries. Found in the Lidl car park in Romford on 3rd October 2011 was green P580SUV, complete with Arriva fleetnames but no apparent fleetnumber. The car alongside is also a service vehicle but it seen more clearly in the next picture...

Photo 3658, by **Ray Monk**, added to LTSV on 05/10/2011.

Arriva's Grays operation (which is technically part of Arriva Southend but has links with Arriva Kent Thameside within Arriva Southern Counties....) has recently started acquiring former London taxis for use as crew ferries. N397OYF seen at Romford on 3rd October 2011 had a fleetnumber applied to the rear. This appeared to be CF29, suggesting that there may be a few more. The car alongside is also based at Grays and is allocated fleetnumber CF18. This Vauxhall Vectra was acquired from the Milton Keynes operation of Arriva Shires (where it was fleetnumber 1376) in 2010. I wonder which car the drivers prefer!

Photo 3659, by **Thomas Young**, added to LTSV on 05/10/2011.

A peer inside Tottenham Garage on 1st October 2011 finds the usual gaggle of Vauxhall Corsa cars present. These cars are nominally based at Lea Valley Garage but do seem to pay frequent visits here. The furthest pair are from the most recent batch, with smaller fleetnumbers (re-using the numbers of the cars they replaced) and lighter silver bodywork. Also just visible in this photograph is ERF tanker V352DFA. This replaced 4-axle Foden YLX794X in 2007 as the contingency tanker, for use if normal fuel supplies are disrupted. It has very rarely (if ever) been used, and is usually hidden behind the screens either side of its parking bay.

Photo 3660, by **Thomas Young**, added to LTSV on 05/10/2011.

Visitors to the open day at Metroline's Holloway bus garage on 1st October 2011 would most likely have queued (or walked) past this vehicle. It was parked in the Pemberton Gardens entrance to the garage, underneath several large no parking notices. That, and the similarity to Potters Bar-based KM58MRV (see photo 3154), made me think this is most likely a Metroline service vehicle.

Photo 3661, by **Thomas Young**, added to LTSV on 05/10/2011.

Unquestionably a Metroline service vehicle, Ford Transit Connect van YC09PVD was photographed inside Holloway Garage during the open day on 1st October 2011. What I didn't realise until later was that this van was previously allocated to Brentford. The AH lettering originally carried had certainly been removed.

Photo 3662, by **Ray Monk**, added to LTSV on 05/10/2011.

With several recent bus tender wins, Go-Ahead's east London subsidiaries (Docklands Buses and Blue Triangle) have both been acquiring some new crew ferry vehicles. Unfortunately they all appear to be operating in anonymous liveries. Mercedes-Benz Vito RJ60DNV was photographed at the Blue Triangle garage in Rainham on 24th September 2011. The main garage is out of view to the right but crew vehicles are now parked in a separate area across the roadway (out of view on the left). Showing the proximity of the other bus premises here, the shed to the left of the screen wall has Arriva Tour lettering, while the buses in the right background are within the Stagecoach parking area.

Photo 3663, by **Ray Monk**, added to LTSV on 05/10/2011.

Another anonymous Mercedes-Benz Vito crew van, but this one is at least red. RJ60ZGD was photographed leaving Docklands Buses' Silvertown Garage on 17th September 2011.

Photo 3664, by **Thomas Young**, added to LTSV on 05/10/2011.

Parked near the front of Tottenham Garage on a remarkably hot and sunny 1st October 2011, Vauxhall Corsa car FP11WLX is number 97 in the Arriva London fleet. Compared to the earlier batches, the newest cars have fairly minimal lettering, with nothing on the sides.



Photo 3665, by **Ray Monk**, added to LTSV on 05/10/2011.

Following several bus route tender losses, Stagecoach closed its Upton Park garage in September 2011. The garage had only recently received a new Ford Transit engineers van, numbered as 95255 complete with Upton Park lettering. It was photographed inside the garage on 11th September, a week before the closure. Most of the bus routes transferred into West Ham (with some related reshuffling) and this van may have gone with them.



Photo 3666, by **Malcolm Conway**, added to LTSV on 05/10/2011.

After operating for a while in plain red, Stagecoach London's recently delivered Ford Transit minibuses (nearly) all now carry company logos and fleetnumbers. YF11HUH became 96205 and was photographed leaving Canning Town Bus Station on 16th September 2011. The notice in the side window requests users to close the door gently! Note also that the rearmost section is a goods compartment, with no seats and a mesh bulkhead.



Photo 3667, by **Ray Monk**, added to LTSV on 05/10/2011.

YR11WRN was one of two Ford Tourneo minibuses operated by Stagecoach London at West Ham from mid-2011. A batch of Ford Transit minibuses was delivered to West Ham later in the summer and it was thought that the first pair may have been temporary dealer loans pending their arrival. However YR11WRN then moved to the Rainham base, and it also gained a large Buses roundel on the back window. It was photographed on Ferry Lane, near the garage, on 24th September 2011.



Photo 3668, by **Malcolm Conway**, added to LTSV on 05/10/2011.

More tow truck 'bling', photographed at Elephant and Castle on 30th September 2011. Cedars are one of several companies that share London bus recovery work with Sovereign (last being shown on this site back in 2006). Their fleetnumber 27 is VX03CK, a Volvo FH 3-axle recovery unit which is apparently a '420 With Attitude!' Note also the Volvo logos and saucy etchings on the chrome mirror covers. The bus was Camberwell's PVL315, one of several temporarily being used on route 453. This route was converted from bendy-buses on 24th September, but not all the Enviro 400 buses had been delivered in time. To provide cover, newly delivered Volvo/Wright buses intended for route 12 were used on route 45, releasing PVLs for use on the 453! It is barely visible in this resized photo, but the dot in the sky to the right is a Chinook helicopter.



Photo 3669, by **Ray Monk**, added to LTSV on 05/10/2011.

A recent addition to the Sovereign Recovery fleet is Mercedes-Benz Sprinter van LL11XLT. It was photographed parked in Aldgate Bus Station on 24th September 2011. As usual, there is not much bodywork left without lettering on it!



Photo 3670, by **Glyn Matthews**, added to LTSV on 05/10/2011.

Some tenuous service vehicle connections here, but it is nice to be able to show an old-style Ford Cargo truck. Photographed at the Wrexham operating centre used by GHA Coaches, these two recovery trucks are probably a bit small for bus-related use. Ford Cargo D517DLT was latterly operated by Harveys of Coventry, although the lettering had been removed. The D/DLT registration is similar to that carried by London service vehicles 3491F, 3538F and 3541F. Alongside is Iveco Super Cargo 170 E18 M405CNV of GRS Recovery. Note the dual Iveco and Ford badging.



Photo 3671, by **Glyn Matthews**, added to LTSV on 05/10/2011.

Photographed at the Wrexham garage of GHA Coaches, VE55ZRP is a rare (at least in London terms), higher-powered Ford Transit 135 T350 van. Note the 'Service Vehicle' lettering above the windscreen.



Photo 3672, by **Glyn Matthews**, added to LTSV on 05/10/2011.

With a Welsh registration number, and a very Welsh fleetname, this Mercedes-Benz Vito van was photographed on 20th September 2011 at... er... Weston-Super-Mare! The Crosville Motor Services name was revived in spring 2011 for use by a company running modern coaches and some heritage buses in north Somerset.

Photo 3673, by **Glyn Matthews**, added to LTSV on 05/10/2011.

Glyn's work takes him to bus garages across the country, and he kindly shares photos of many of the service vehicles he encounters. On 27th September 2011 he was in Sunderland, and found two Ford Tourneo minibuses at the Go-Ahead garage there. As the sign on the building shows, this operation is branded as Go Wear Buses, though the minibuses had the generic Go North East name. Their fleetnumbers were carried on the fuel filler caps, EK09OED on the right being 1006.

Photo 3674, by **Thomas Young**, added to LTSV on 03/11/2011.

The LT Museum Depot at Acton had a family weekend on 8th/9th October 2011, attractions this time including a display of Emergency Response Unit vehicles. Seen parked in the back yard on the 8th were museum trailer T49, ERU Ford Transit 6488F and 2597, one of the ten Mercedes-Benz Atego rescue tenders. Lying in front of the latter is a dummy used for training and demonstrations.

Photo 3675, by **Thomas Young**, added to LTSV on 03/11/2011.

A look at the back of Mercedes-Benz Atego rescue tender 2597 at the Acton Museum Depot open day on 8th October 2011 shows a few changes made since delivery (see photo 2025). The grab handles on either side of the back were added recently, while the shape of the reflective chevron panels has been changed. The step at the bottom has not been seen before but could well be a removable one. This view also shows what is behind all those roller shutters. Pull-out trays and boards are fitted to provide rapid access to a wide variety of equipment.

Photo 3676, by **Thomas Young**, added to LTSV on 03/11/2011.

A view of the rear yard at the Acton Museum Depot on 8th October 2011 shows various SV-related vehicles. To the fore is 6786F, the Ford Ranger pick-up used by the Emergency Response Unit. On the left is an un-registered Rapier crane bearing the number 22/1171. Although similar to 1292R (see photo 2670), this example was never given a service vehicle number, being classified as an item of mobile plant. Behind the crane are the two brake vans latterly used as coupling adaptors (see photo 2484). Further back are Citroen Relay exhibition unit AY07EYZ and (partially hidden) Optare Excel bus R197DDX. Both are used by TfL's Safety and Citizenship program, the bus having been acquired from Ipswich Transport via Ensights. On the right is Ford Transit 5494F, while in the background can be seen the main building of Ealing Common Depot. A couple of service vehicles could be seen in the distance there, but could not be identified.



Photo 3677, by **Thomas Young**, added to LTSV on 03/11/2011.

Ford Transit mobile exhibition unit 5494F remains in use with TfL's Safety and Citizenship program, although it lost its fleetnumbers when repainted recently. Comparing this photo with an earlier rear view shows that the bodywork has been extensively modified, and some sort of folding lift or ramp has been fitted under the back.



Photo 3678, by **Kim Rennie**, added to LTSV on 03/11/2011.

Kim recently sent me a bundle of pictures taken at Lillie Bridge and Acton Works, and these form the majority of today's update. First up is this overview of the ERU base and adjoining parking area at Acton Works on 26th October 2011. ERU tenders 2601 (short cab) and 2594 (long cab) were parked outside the shed, while beyond was a line of mainly Ford Transit vans (all from the large batch numbered 6907F-6940F). The all-white van is Renault Master 6760 while the silver vehicles at the back are Ford Ranger 6502F, VW Caddy 6532VW and a private car.

Comment by *Kim Rennie* on 06/11/2011: Ehem....C Stock in the background, and for modification, not scrap!

Comment by *Thomas Young* on 10/11/2011: Thanks Kim. I have edited the caption.



Photo 3679, by **Kim Rennie**, added to LTSV on 03/11/2011.

Metronet liveried vehicles were becoming scarce by autumn 2011, with no more than a dozen remaining. Almost all of them were allocated to Lillie Bridge Depot, including Ford Transit crew van 6002F seen there on 26th October. This van was unusual for having had Tube Lines logos when new, being reassigned to Metronet later on.



Photo 3680, by **Kim Rennie**, added to LTSV on 03/11/2011.

A slightly odd coincidence was that the only broadside shot in the batch sent by Kim should be of a vehicle without a fleetnumber. However, there are only two Tube Lines Ford Transit dropside trucks at Lillie Bridge, and only one of them has a crew-cab. Comparison with earlier photographs (in particular the various scrapes on the bodysides) proves that this is 6281F. This had earlier carried the incorrect fleetnumber 6218F on the nearside, which has evidently now been removed but not yet replaced. Given that the vehicle is over 4 years old, they probably won't bother. Photographed at Lillie Bridge on 26th October 2011.

Photo 3681, by **Kim Rennie**, added to LTSV on 03/11/2011.

Judging by reports, Honda Civic saloon 6302H has spent the last four years in Stratford, apart from an outing to Turnpike Lane! It was sometimes to be found in the bus station, but more often than not it was hidden away in the 'Office Village' on the other side of the Broadway. From September 2011 a second bus station opened in Stratford, north of the railways lines in the new Westfield development. Referred to as Stratford City, it was opened to the public on the 13th, and was also visited on that day by 6302H.

Photo 3682, by **Derek Everson**, added to LTSV on 03/11/2011.

Replacement of London Buses' sixteen Honda Civic cars has been expected for some time. A start was made in September 2011, with the arrival of four red Toyota Prius cars. However, as of early November, no more examples have been reported. On 9th October, LN61ZGO was photographed at the LBSL offices in Isleworth alongside Honda Civic 6305H. In contrast to some of the Hondas, 6305H has been somewhat nomadic. It appears to have been based at Kingston, then Uxbridge, back to Kingston, on to Isleworth, across to Eltham then back to Isleworth!

Comment by *Derek Everson* on 05/02/2012: This office is now closed.

Photo 3683, by **Kim Rennie**, added to LTSV on 03/11/2011.

Unique Volkswagen Crafter van 6558VW had its Tube Lines logos (and all lettering) removed in late 2010, although it remained in use. On 26th October 2011 it was found parked in the yard at Lillie Bridge Depot.

Photo 3684, by **Kim Rennie**, added to LTSV on 03/11/2011.

6559F is a high-roof Ford Transit crew van new in 2009 in Metronet livery. It was rebranded to London Underground in early 2010 and was photographed at Acton Works on 26th October 2011. The remains of a Metronet logo is still visible on the passenger door. Parked behind was identical and consecutively numbered 6560F.



Photo 3685, by **Kim Rennie**, added to LTSV on 03/11/2011.

Ford Transit crew van 6578F is one of a small number of service vehicles to operate in unmarked white/blue livery, most likely because they are used as pool vehicles. It was found in the DSM yard at Acton Works on 26th October 2011 parked alongside a London Underground Vauxhall Combo.



Photo 3686, by **London Spotter**, added to LTSV on 03/11/2011.

Today's photos include a couple taken on 12th September 2011 inside the Westdown Road base in Leyton. The first shows two of the regular Ford Transits (silver minibus 6819F and white/blue crew van 6778F) along with Ford Transit Connect 6318F. The latter van seems to divide its time between Hainault Depot and here.



Photo 3687, by **Graham Smith**, added to LTSV on 03/11/2011.

As has been seen many times on this site, London service vehicles can often be found parked at unusual places. On 14th October 2011, Graham came across Ford Transit van 6784F among the rustic architecture of Takeley in Hertfordshire. The van can regularly be seen visiting Griffith House in the evenings.



Photo 3688, by **Kim Rennie**, added to LTSV on 03/11/2011.

There are four Honda CR-V cars in the current leased fleet, and this photo shows three of them. 6787H and 6712H behind it both have roof bars, usually used for carrying small ladders. 6874H at the back lacks racks (!). Missing 6875H was in fact parked nearby.



Photo 3689, by **Kim Rennie**, added to LTSV on 03/11/2011.

6947V is one of a batch of seven Vauxhall Combo vans delivered in October and November 2010 for use by London Underground from Acton Works. Most are only active at night, but this one has been more visible, often to be seen in the staff car park. On 26th October 2011 it was photographed inside the works.



Photo 3690, by **London Spotter**, added to LTSV on 03/11/2011.

The allocation of service vehicles to Westdown Road in Leyton includes two Volkswagen Passat estate cars, the only examples in the leased fleet. On 12th September 2011, 7042VW was present.



Photo 3691, by **Kim Rennie**, added to LTSV on 03/11/2011.

Nine Peugeot Partner Tepee estate cars were delivered in spring 2011, with at least two more later in the year. I haven't given them allocations as yet. They do seem to work out of Acton but are thought not to be kept there. Having said that, on 26th October 2011, 7048P was to be found parked in the DSM yard in company with an unmarked Ford Focus, one of the Renault Master vans and a Ford Transit. As mentioned before, the Partner Tepee is identical to the current Citroen Berlingo model.



Photo 3692, by **Kim Rennie**, added to LTSV on 03/11/2011.

Seven Smart fortwo cars were delivered in May 2011. Several are based at Lillie Bridge Depot but they have also been seen at Acton Works. On 26th October 2011, five were present at Lillie Bridge, including 7072SM. Just visible in the top left is one of the three unmarked Renault Master dropside trucks, most likely 6644.

Photo 3693, by **Kim Rennie**, added to LTSV on 03/11/2011.

Two new Ford Transit vans were photographed in the electrical department yard at Acton Works on 26th October 2011. Nearest the camera is high-roof crew van 7100F. Although carrying LY61YSD plates, it is believed that this van is actually registered LT61YSD. Alongside is 7139F, a high-roof van with a memorable number plate.

Photo 3694, by **Kim Rennie**, added to LTSV on 03/11/2011.

Deliveries of leased vehicles over the past few months have been given numbers in the 71xx range, and most have been allocated to Lillie Bridge to renew their stock. Not surprisingly, Ford Transit vans and dropsides feature, the latter including several formats. 7104F, photographed at home on 26th October 2011, has a tail-lift and short cab. It also has a fold-over plate on the front bumper, of the type normally used to carry hazardous material warning signs. Visible on the right is one of the unmarked Renault Traffic crew vans in the 6637 to 6643 range.

Photo 3695, by **Kim Rennie**, added to LTSV on 03/11/2011.

The Ford Transit dropside trucks based at Lillie Bridge are a mix of short- and long-cab versions, some with tail-lifts and some without. 7107F was new in October 2011 and features a crew-cab and tail-lift. It also has the fold-over plate on the bumper. Photographed at Lillie Bridge on 26th October 2011.

Photo 3696, by **Kim Rennie**, added to LTSV on 03/11/2011.

Lillie Bridge's trio of jumbo Ford Transit vans was renewed again in August 2011, with 7113F to 7115F replacing 6205F to 6207F. As mentioned before, the latter replaced 5530F to 5532F in 2007, while it looks like 5089F to 5091F were the first batch, used from 2000 until 2003. 7113F was seen at Lillie Bridge on 26th October 2011. Here's a trivia question. Is sister vehicle 7114F (LL11LLW) the first service vehicle to have a fleetnumber AND registration made up of digits without curves?

Comment by *Thomas Young* on 04/11/2011: Answering my own question, no! It has just been reported that LL11LKJ is in fact numbered 7117F. This arrived a few weeks before 7114F. But are there any older ones....?

Photo 3697, by **Kim Rennie**, added to LTSV on 03/11/2011.

The most numerous 61-registered service vehicles so far have been Volkswagen Caddy crew vans, with two batches being leased for London Underground. 7118VW to 7128VW arrived in September (apart from 7126VW, which has yet to be reported) and seem to have made the lower yard at Lillie Bridge their home. This suggests that they have replaced Vauxhall Combo vans and perhaps some of the Ford Rangers. When Kim visited on 26th October 2011, nine of the vans were present, including this line up headed by 7118VW. A second batch started arriving in October, with numbers 7149VW to 7153VW reported so far. These also work out of Lillie Bridge but are presumably parked elsewhere in the complex.

Photo 3698, by **Kim Rennie**, added to LTSV on 03/11/2011.

Seen at Lillie Bridge on 26th October 2011, Volkswagen Caddy Crew van 7124VW was parked in the main yard. Eight more vans from the same batch were in the lower yard, just beyond the wall in front of 7124VW. Note the 'chopped-in-half' appearance of the side window, and also the different sized rear doors.

Photo 3699, by **Kim Rennie**, added to LTSV on 03/11/2011.

Volkswagen Caddy crew vans have a second row of seats, with a window in each side. However, access is by means of a sliding door in the nearside only. Six week old 7128VW was photographed in the lower yard at Lillie Bridge on 26th October 2011.

Photo 3700, by **Ray Monk**, added to LTSV on 03/11/2011.

Unique Vauxhall Insignia estate car LT59HWD is usually parked at the offices behind Morden Station. However, it often visits the control room at Euston, and it was photographed there on 28th October 2011 parked behind resident 6768V. It is lettered as an LUL Incident Response Vehicle and (as with 6552F at Wembley - see photo 2523) has the 'Incident Officer' lettering placed curiously over the rear wheels.

Photo 3701, by **John Hillman**, added to LTSV on 03/11/2011.

Vauxhall Combo van W214LFS is number 1186 with Arriva the Shires. One of three W/LFS vans used, it is the last to remain and is now one of the oldest vehicles in their fleet. As with many of the Combos, it has been used as a crew ferry vehicle, but also as a salt-spreader, which may account for the unusual roof rack fitted and the bodyside lettering. Having spent some time at Aylesbury, it was at Hemel Hempstead by August 2011, being photographed in the bus station there on 23rd September.

Photo 3702, by **Colin Lloyd**, added to LTSV on 03/11/2011.

Here is another van that has been rather nomadic of late. VU04UDT was one of six similar vans acquired by Arriva London in spring 2004 for use by the engineers. Based at Tottenham and Lea Valley, it had a light-bar and operated in anonymous white. By spring 2011 it had lost its light-bar and gained lettering, including a large bonnet number, suggesting that it was now a crew ferry van. I noted it at South Croydon garage (TC) but it was listed by Arriva as being at Beddington Farm. However, on 13th October 2011 Colin caught it arriving at Wood Green garage. More sightings are required to confirm whether this is a transfer.

Comment by *Thomas Young* on 11/12/2011: It has been seen again at WN, so I will log a transfer.

Photo 3703, by **Derek Everson**, added to LTSV on 03/11/2011.

This anonymous high-roof Ford Transit crew van photographed at Staines Bus Station on 5th October 2011 is apparently part of the Abellio fleet. Most of their recent additions have been treated to fleetnames but perhaps this one was rushed into service.

Photo 3704, by **Glyn Matthews**, added to LTSV on 03/11/2011.

Ensignbus acquired a pair of second-hand Vauxhall Combo vans in October 2011 and painted them in its smart blue and silver livery. DN07HWJ was photographed at Purfleet garage on 17th October 2011. Note that consecutively registered DN07HWK was acquired by Abellio in 2010.



Photo 3705, by **Glyn Matthews**, added to LTSV on 03/11/2011.

Newly acquired Vauxhall Combo van VU57MTX was photographed at the Ensignbus premises in Purfleet on 19th October 2011. To the left is a former East Thames Buses Mercedes-Benz Sprinter minibus. This is not thought to be one of the pair acquired in August 2010. P185OLC was soon repainted blue while P851OLL was sold without being used.



Photo 3706, by **Colin Lloyd**, added to LTSV on 03/11/2011.

This Metroline Ford Transit Connect van carries the HT code for Holloway Garage. However, it was photographed on 22nd October 2011 passing through Hounslow. This suggests that it was actually working from Brentford (AH). As the former Brentford van (YC09PVD - see photo 3661) was seen at the recent Holloway Garage open day the allocations have presumably been swapped over.



Photo 3707, by **Ray Monk**, added to LTSV on 03/11/2011.

Despite a published ambition to have an all 'green' support fleet within a couple of years, Go-Ahead London continues to take conventional (diesel) vehicles for most duties. Recently delivered to Bexleyheath Garage was Ford Transit EX61MZL, photographed at Eltham Church on 1st November 2011. This short-wheelbase mid-height van has replaced similar EF05YJC.



Photo 3708, by **Ray Monk**, added to LTSV on 03/11/2011.

The Renault Kangoo has never been the most graceful of vehicles, but this new version stretches the point! Known as the Kangoo Maxi, it places the normal estate car cabin on an extended chassis, with a goods compartment behind. Go-Ahead London acquired four such cars in October 2011, three going to Plough Lane and one to Bexleyheath. As the quantities match up with the remaining Mercedes-Benz Sprinter minibuses (ex East Thames Buses), the cars are most likely replacements for these. LV61EYF was photographed at Plough Lane garage on 24th October 2011.



Photo 3709, by **Ray Monk**, added to LTSV on 03/11/2011.

Another of the rather ungainly Renault Kangoo Maxi crew vans, this time Bexleyheath's LX61TKY caught at Foot's Cray Tesco's on 21st October 2011. The rear wheelarch contouring has been extended forwards, presumably to allow the use of a standard side door. Note how the more circular wheelarch protrudes onto the door on shorter 6816R (see photo 3567).



Photo 3710, by **Paul Almeroth**, added to LTSV on 27/11/2011.

Of the four AEC Regent Auxiliary Breakdown Tenders that were preserved, 739J was exported to the USA in the mid-1990s. Good news is that has recently been bought by Ensign, and Paul went over to Deland, Florida to view it and make preparations for its return. This photo, taken on 4th November 2011, shows that the vehicle has been somewhat neglected. Hopefully the problems are just cosmetic.



Photo 3711, by **Paul Almeroth**, added to LTSV on 27/11/2011.

I don't get many photographs from America, so here is another view of AEC Regent 739J in Florida on 4th November 2011. No doubt it will look a lot better once Ensign have given it some attention, and it may be possible one day to stage a line-up of all four survivors. Three were featured at the Cobham open day in 1994 (see photo 317).



Photo 3712, by **Malcolm Glover**, added to LTSV on 27/11/2011.

The London Bus Preservation Trust moved from its long-standing home at Cobham to the Brooklands complex in 2011, with a new purpose-built shed to house some of the exhibits. The three service vehicles were among the vehicles moved in and a line-up was staged during an event on 23rd October 2011. They are Ford 100E van 1096F, Bedford CALV ambulance 1492B and Bedford-Scammell mobile canteen 702B. It would be nice if they could add a Ford Transit or Escort van, to represent the 1970s. Note part of the banked race track visible in the background.

Comment by *Thomas Young* on 02/01/2015: What is the thing that looks like a handrail across the bottom of the cabside window on 702B? I was asked this question recently and I had to reply that I had no idea. Flicking through the Capital Transport SV book, it seems that quite a few (but not all) Bedfords had this feature. Could it be a handrail for staff riding on the running board? Or does the photo of 807B on page 73 hold a clue? It shows the passenger resting his elbow on the rail. Could it simply be to protect the top edge of the window glass from damage when wound down?

Comment by *Clive G* on 05/01/2015: I'd always assumed it was an arm rest to assist manual signalling in the absence of indicators.



Photo 3713, by **Damon Cross**, added to LTSV on 27/11/2011.

Bedford OSS tractor unit 702B has been fully restored over the past few years, but its trailer is still awaiting attention. Numbered MC11, this semi-trailer mobile canteen survived by virtue of being sold on to Liverpool Corporation after withdrawal by London Transport in 1959. Tractor unit 706B (another which went to Liverpool) has also survived, although restored in non-authentic livery.

Comment by *Thomas Young* on 08/10/2012: It appears the trailers may have only been given separate fleetnumbers in May 1955. References to the trailers in official LT documents before that time quoted only the LT body number (or the fleetnumber of the prime-mover). MC-prefixed numbers were first seen on documents dated 16/05/1955.



Photo 3714, by **Damon Cross**, added to LTSV on 27/11/2011.

Former 1456MR, the AEC Militant recovery truck now preserved at Brooklands, has recently been repainted. Sadly it has retained National Rescue brown/silver, rather than reverting to London Transport red. It was photographed at the museum on 23rd October 2011.



Photo 3715, by **Colin Lloyd**, added to LTSV on 27/11/2011.

Former service vehicle 5326F still retained the basic white/blue livery when seen passing Marble Arch on 22nd October 2011. A long-wheelbase Mk6 Ford Transit van, it had been new in July 2002.



Photo 3716, by **Kim Rennie**, added to LTSV on 27/11/2011.

Fewer than ten service vehicles still carried Metronet logos by November 2011, and most of them were based at Lillie Bridge. Photographed there on 26th October was Ford Transit van 6191F, new in March 2007.



Photo 3717, by **London Spotter**, added to LTSV on 27/11/2011.

New in May 2007, Ford Transit short-wheelbase crew van 6253F was used by the Tube Lines lifts and escalators department. Although they are based at Frank Pick House in Acton, this van has only rarely been seen there, most reports being of it at work during the night. It was found parked at Heath Park (near Romford) on 15th October 2011.



Photo 3718, by **Kim Rennie**, added to LTSV on 27/11/2011.

6324F is a long-wheelbase mid-height Ford Transit crew van new in 2008. Now wearing London Underground livery, it was photographed at Acton Works on 26th October 2011, parked in front of newer 7094F.



Photo 3719, by **Thomas Young**, added to LTSV on 27/11/2011.

At dusk on November 18th 2011, three service vehicles were photographed at the Tube Lines depot on North Crescent (West Ham), underneath a load of no parking signs! Nearest the camera was Ford Transit dropside truck 6386F, the only example with a non-blue body. Behind are dropside 6570F and plant services van 6858F.



Photo 3720, by **Thomas Young**, added to LTSV on 27/11/2011.

Most of the service vehicles at Uxbridge Bus Station are now hidden away behind a nearby building. In this view taken on 19th November 2011 three are (just) visible. Honda Civic car 6308H was still lacking fleetnumbers, but is likely due for replacement soon. Incident Response Unit 6612M had a fleetnumber, but the wrong one, having carried 6610M since new. These vans are also likely to be replaced early in 2012. Just visible on the right is newer IRU 7004M. The alley in the foreground leads (on the right) to Station Approach, while the bus garage is beyond the white-clad building in the background.

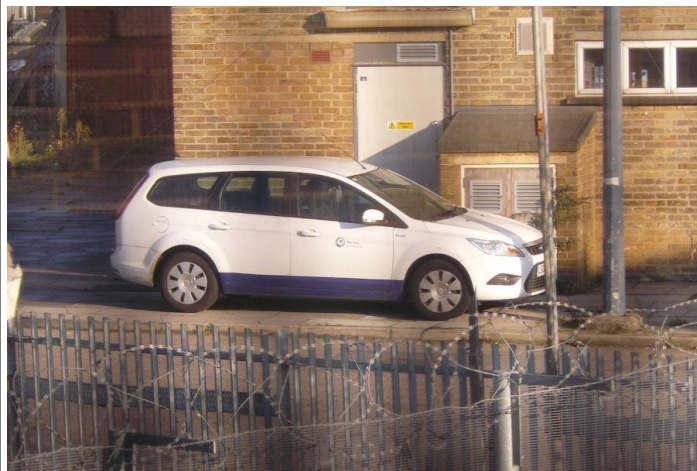


Photo 3721, by **Thomas Young**, added to LTSV on 27/11/2011.

This photo was taken from the footbridge at Wembley Park Station on 19th November 2011, and shows Ford Focus estate car 6738F parked in the 'signals' yard to the north of the station. I had thought this location was closed recently, since the allocated Ford Transit vans (6338F and 6435F) had been moved elsewhere. 6738F is normally to be found parked at Bollo House in Acton.



Photo 3722, by **Malcolm Conway**, added to LTSV on 27/11/2011.

Somewhat unusual are a batch of five Renault Master vans leased in 2009 and given numbers 6758 to 6762 (without suffixes). Although they have a full set of lettering, they have never gained the blue skirts to complete their livery. They are also rather elusive, seeming to mainly work from Acton. Malcolm caught 6759 rounding Trafalgar Square on 18th November 2011.

Photo 3723, by **Kim Rennie**, added to LTSV on 27/11/2011.

Although recently based at North Crescent, West Ham, Ford Transit van 6858F seems to make frequent visits to Lillie Bridge where sister vehicle 6859F is based. Both are lettered as Plant Services Mobile Maintenance Units, one of very few instances of additional lettering being applied to a standard livery. 6858F was photographed outside TransPlant House (at Lillie Bridge) on 26th October 2011.

Photo 3724, by **Thomas Young**, added to LTSV on 27/11/2011.

Open days at the Acton Museum Depot provide a good opportunity to view the services vehicles at the nearby Piccadilly Line Track and Signals Operations Centre. This location has a small front yard that can hold two vehicles, while others often park outside. However, there is a larger yard at the back. Photographed from the gate on 8th October 2011, three service vehicles can be seen. The two vans are identical (apart from the roof rack on one) Ford Transit crew vans new in spring 2010, both of which I have marked as being allocated elsewhere. 6872F on the left was latterly at nearby Bollo House, while 6892F has been seen several times at Arnos Grove. Just visible on the right is elderly Ford Transit dropside truck 5963F, based here since new over five years ago. A much newer Transit dropside with black bodywork was parked alongside but is thought to be a hire. Out of sight behind the building was Ford Transit Connect van 6476F.

Photo 3725, by **Malcolm Conway**, added to LTSV on 27/11/2011.

Although nominally allocated to Acton Works, some of the large batch of Ford Transit crew vans delivered in mid-2010 can be seen parked up in the suburbs when not in use. Malcolm found 6908F in Ilford on 6th October 2011.

Photo 3726, by **Ray Monk**, added to LTSV on 27/11/2011.

Most weekends there are at least one or two planned underground line closures for maintenance purposes, and these can be a good opportunity to find service vehicles out in daylight. Closures on the Central line have been very rare over the past couple of years but on the 12th and 13th of November 2011 there was one between Loughton and Epping. Several of us ventured there on the Saturday, using the replacement bus services to reach each of the stations. Sadly there was not much of interest, in particular the hoped-for VW Golf cars were notably absent. A few vehicles were parked at Debden Station, including Ford Transit crew van 6929F. This is one of the large batch of vans delivered in mid-2010 and is usually based at Acton. Ironically one of the VW Golfs was seen twice a week later.



Photo 3727, by **Ray Monk**, added to LTSV on 27/11/2011.

A few more service vehicles were found at Epping Station during the planned closure on Saturday 12th November 2011, including short wheelbase VW Transporter crew van 6994VW. New in December 2010, we did not find out this van's fleetnumber until almost a year later. Note the large rear bumper, and the lack of London Underground logos on the sides.



Photo 3728, by **Kim Rennie**, added to LTSV on 27/11/2011.

As already seen (photo 3474), there are dedicated parking spaces for four Smart cars at Lillie Bridge depot. However, on 26th October 2011, five were present, comprising 7066SM to 7069SM (nose in) and 7072SM (nose out). The Ford Transits parked beyond are 6123F and 6230F, the latter still with Metronet logos.



Photo 3729, by **Kim Rennie**, added to LTSV on 27/11/2011.

7094F is a standard short-wheelbase Mk7 Ford Transit van new in June 2011 and based at Acton Works. It was photographed there on 26th October 2011, parked in front of one of the Honda CR-V cars. The parking bays are marked SIGNAL COMMS ONLY.



Photo 3730, by **Kim Rennie**, added to LTSV on 27/11/2011.

Ford Transit dropside truck 7105F still looked factory-fresh when photographed at Lillie Bridge depot on 26th October 2011. Note the London Underground label and hazchem board on the underside (or back!) of the mesh tail-lift.



Photo 3731, by **Glyn Matthews**, added to LTSV on 27/11/2011.

Glyn was working on the Central Line replacement bus service on Sunday 13th November 2011, and he found a few service vehicles at Epping, interestingly not the same ones that we had seen there the day before. 7106F was one of a pair of Ford Transit dropside trucks that seem to have worked up from Lillie Bridge (the other one being 7104F). To the left can be seen one of the many Cleshar vans that were also present. These all seem to have gained large stencilled fleetnumbers recently. Does anyone reckon we should add these vehicles to the database?!



Photo 3732, by **Kim Rennie**, added to LTSV on 27/11/2011.

7111F is a recent Ford Transit dropside truck in London Underground livery and based at Lillie Bridge (where it was photographed on 26th October 2011). This example has a crew-cab but no tail-lift.



Photo 3733, by **Kim Rennie**, added to LTSV on 27/11/2011.

Seen at Lillie Bridge depot on 26th October 2011, 7115F is one of three 'jumbo' Ford Transit vans delivered recently. A London Underground logo is usually added on the rear (as on 6837F - see photo 2947) but the fold-over hazchem warning plate appears to have precluded this.



Photo 3734, by **John Lloyd-Martin**, added to LTSV on 27/11/2011.

The four electric Ford Transit vans acquired for London Buses have been extremely slow in entering service. First registered in February 2011, some were seen at Acton Works in July and 7160F was in use at Aldgate by early August. 7161F was eventually allocated to Uxbridge by mid-November, and it was photographed in the bus station on the 19th. Infrastructure vehicles are usually kept in the car park on the south side of the station. However, an electric charging feed has been set up in the bus station.

Photo 3735, by **Damon Cross**, added to LTSV on 27/11/2011.

Photographs of the remaining three electric Ford Transit vans were all obtained within a few days of each other in mid-November. 7162F was in use by September but remained elusive. Damon found it parked outside Victoria Station on 18th November 2011. Note the additional lettering, and also the notice for the charging point below the door handles. Given that these vehicles were ordered some time ago, they have been given surprisingly high fleetnumbers. The result is some '60 registered vehicles among mainly '61 registered ones. We had assumed that vehicles were assigned fleetnumbers when they were ordered. Somebody must now, but they're not telling....

Photo 3736, by **Malcolm Conway**, added to LTSV on 27/11/2011.

The fourth electric Transit van was found by Malcolm, also on 18th November 2011. It was parked near Red Lion Square in Holborn, and was carrying the fleetnumber 7193F. It seems odd to be given a number separate from the other vans, but perhaps this is an error for 7163F. 7162F and 7163F appear to work in central London so they may be kept at Victoria Coach Station.

Photo 3737, by **Ray Monk**, added to LTSV on 27/11/2011.

We have not had any official fleet information for almost two years now, which can cause problems when vehicles do not carry their fleetnumbers. Worse is when numbers are incorrectly applied. Vauxhall Combo van LR60YSG was new in November 2010 and used by London Underground in the Harrow and Ruislip areas. It had fleetnumber 6962F applied on the nearside at least (another report mentioned 6962V). This number had already appeared on a Ford Transit van (see photo 3643). The F suffix applied to the Vauxhall suggests that it is the one with wrong number, but for now we don't know what it should be. Photographed at Ruislip Station on 16th November 2011.

Photo 3738, by **Ray Monk**, added to LTSV on 27/11/2011.

An unexpected find at Acton Works on 18th November 2011 was a quartet of new Ford Fiesta cars in full London Buses livery. They were parked in the staff car park, presumably awaiting collection, and indeed one (LM61JHZ) left while we were there. The cars have additional lettering for Bus Operations, suggesting that they may be to replace Honda Civic cars, although Toyota Prius cars had been expected for this. Fleetnumbers were not carried. London Buses has used Ford Fiesta cars before, a dozen (like 4912F - see photo 1674) being leased between 1998 and 2003.

Photo 3739, by **Colin Lloyd**, added to LTSV on 27/11/2011.

We had expected London Buses to receive a reasonable batch of Toyota Prius cars some time in 2011, to replace the 16 Honda Civics operated since 2007. Four arrived in September but there have been no reports of any more since. One of the four was LN61ZGR, photographed near its home base of Turnpike Lane on 13th October 2011. It could be that the new Ford Fiesta cars will also share the duties.

Photo 3740, by **Ray Monk**, added to LTSV on 27/11/2011.

Further variety was added to the TfL Streets in 2011 with the arrival of a pair of Renault Modus hatchback cars. The second was WN61BRX, photographed outside Chancel Street on 25th November 2011 (another vehicle was blocking the entrance to the garage). In the background can be seen the Palestra office building where the TfL Streets staff are believed to be based.

Photo 3741, by **Graham Smith**, added to LTSV on 27/11/2011.

Arriva the Shires covers a huge area from London northwards as far as Milton Keynes. Apart from the crew ferry cars used in connection with the London Buses routes, photographs of Shires service vehicles are rarely received. Redressing the balance is this view of Ford Transit Connect van NC04XLH at Waltham Cross on 24th August 2011. This van is based at Ware garage and is allocated fleetnumber 1172.

Photo 3742, by **Graham Brown**, added to LTSV on 27/11/2011.

Arriva London have two silver Vauxhall Corsa vans for use by service controllers. FP60GYZ is based at Edmonton (the other is at Norwood), but on 20th September 2011 it was called to an accident at Aldwych. Note the varied collection of lettering, including an Arriva name and logo along with two London Buses stickers squeezed onto the light-bar.



Photo 3743, by **Ray Monk**, added to LTSV on 27/11/2011.
 Metroline's Kings Cross garage has a fleet of anonymous cars used as crew ferry vehicles, most displaying the company name only on papers stuck in the rear window. A recent addition was Renault Scenic car LM60YTO, seen coming down the road from the garage on 15th October 2011. This road also leads to an aggregate loading depot, hence the rather dusty conditions.



Photo 3744, by **London Spotter**, added to LTSV on 27/11/2011.
 The Silvertown Garage used by Docklands Buses has seen an increase in work recently, with several route tenders won, and a large allocation of new Enviro 200 buses. Crew ferry duties are performed by anonymous Mercedes-Benz Vito crew vans, including white RJ60ZGE photographed at the garage on 29th October 2011. Alongside is Renault Kangoo van GY03PFG, based here since 2008 but not seen in use recently.



Photo 3745, by **Ray Monk**, added to LTSV on 27/11/2011.
 Fleetnumber MF1 has been applied to two battery-electric Ford Transit dropside trucks used by Go-Ahead London, the first one having been destroyed in a fire at Camberwell. On 24th October 2011 Ray caught its replacement waiting to turn in to Merton Bus Garage.



Photo 3746, by **Malcolm Conway**, added to LTSV on 27/11/2011.
 Volvo FH recovery truck GN06CNZ is one of the lesser-spotted members of the Sovereign Recovery fleet. Named Vulcan, complete with appropriate graphics on the back of the cab, it was seen passing Turnpike Lane station on 13th October 2011.



Photo 3747, by **Glyn Matthews**, added to LTSV on 27/11/2011.

Photographed at Lakeside Bus Station on 5th October 2011, YD05AFN is a high-roof Mk6 Ford Transit van in the First Essex Buses fleet. It carries fleetnumber 90413 on the fuel filler cap, and is lettered for Roadside Publicity - Clacton.



Photo 3748, by **John Marshall**, added to LTSV on 11/12/2011.

I am today publishing several photos submitted by John Marshall. All were taken in the 1960s, and were scanned from slides. The resulting images are rather on the small size (I have enlarged them slightly), but the fact that they are in colour, and include some very rare subjects, makes them rather special. First up is a curious angle on 700B, seen from the top deck of a bus (note the seat moquette reflected in the window) at Chiswick Works on 1st May 1967. 700B was of course one of the 10 Bedford OSS tractor units used with the mobile canteen trailers. It was the only one of the batch not to have a matching JXC registration, and was also the last in stock, being sold in September 1967.



Photo 3749, by **John Marshall**, added to LTSV on 11/12/2011.

Bedford OLBD 826B was almost at the end of its second career when photographed at Chiswick Works on 4th November 1966. New in 1949 it originally had a dropside body and was shown on official lists as being a towing lorry. However, as Clive's recent article suggests, this probably referred to the fitting of a tow bar for trailers, rather than a capability to tow buses. In 1953 826B was rebuilt, being fitted with a 600-gallon tank removed from Albion lorry 376A. In this form it was used to transport distilled water used for vehicle batteries. It was replaced by Ford D-series 1390F (see photo 1365) in early 1967 and was sold in April.



Photo 3750, by **John Marshall**, added to LTSV on 11/12/2011.

Almost hidden amongst a jumble of equipment at Parsons Green depot on 20th September 1966 is Green 30-cwt road roller 962R. Although a better photo has been published already (see photo 252), this colour view shows the green livery applied to this and other items of plant, such as cement mixers.



Photo 3751, by **John Marshall**, added to LTSV on 11/12/2011.

The two numbered cranes at Chiswick Works (968R and 1292R) lasted until the mid-1980s, so photographs are not all that rare. However, the two published today from John Marshall are the first I can recall seeing in colour. 968R was a Jones 2-ton crane, bought second-hand in 1952. It was registered JXE356 but was never (as far as I know) used beyond the confines of the works. Indeed there is no evidence of a number plate in any of the photos seen. It carried standard green livery throughout, and was photographed on 3rd July 1967.



Photo 3752, by **John Marshall**, added to LTSV on 11/12/2011.

This view taken inside Chiswick Works on 24th April 1967 shows three service vehicles. The main subject is Bedford CAV Ambulance 976B, then over 13 years old. It was to last another two years before replacement by CALV model 1532B. On the right is Bedford-Lacre sweeper BL2, while on the far left is a small grey or cream van. I'm not certain but this could be one of the four Bedford HAV vans delivered between 1964 and April 1967 (1373B, 1382B, 1383B and 1405B). Also visible, reflected in the windows of the bus from which the photograph was taken, is what appears to be a GS-class bus in white livery. This was probably a St.Johns Ambulance vehicle.

Comment by *Phillip Walton* on 11/12/2011: The van on the left looks more like an Anglia 307E than a Viva van.

Comment by *Thomas Young* on 11/12/2011: Hmm, looking at the distance between the offside rear light and the windows... I think you may be right!

Comment by *Thomas Young* on 11/12/2011: The GS bus was former GS47, as seen here:
<https://picasaweb.google.com/10712855983552255960/1967slides#5682693128034204514>

Comment by *aecsouthall* on 05/01/2012: The Routemaster by the way is RM8 from the Experimental Dept.



Photo 3753, by **John Marshall**, added to LTSV on 11/12/2011.

1014MY was one of two Maudsley Mogul tankers bought second-hand from Shell-Mex in 1954. 1013MY was withdrawn in 1962 but 1014MY lasted a further 10 years. It was photographed at Rye Lane Garage on 21st March 1969. Comparison with earlier photos - such as the one published in the 2003 Capital Transport book on service vehicles - show that it had been modified with new headlamps (replacing smaller ones higher up, where the circular plates are) and side indicators. 1014MY was sold to the Commercial Vehicle club in 1972 suggesting it was preserved. I do remember seeing a similar vehicle, although not in LT livery, at one of the Chiswick Works open days in the 1980s, but I can't seem to trace any pictures of it. Rye Lane Garage was opened in 1952, having built on the site of the former permanent way depot. It closed in March 1969, the same month as this photo.



Photo 3754, by **John Marshall**, added to LTSV on 11/12/2011.

1135F was a Ford Thames Trader lorry delivered in 1959, and photographed at the top end of Parsons Green depot on 3rd January 1967. The lorry was fitted with a full-length (expanding) tilt cover, and also featured the curious combination of grey cab and green bodywork. It was withdrawn and sold two months after this picture was taken.



Photo 3755, by **John Marshall**, added to LTSV on 11/12/2011.

Like 968R, 1292R was registered despite being used only within Chiswick Works. Unlike 968R, it did actually display its registration number, as seen in this photo taken on 8th November 1966. Red livery was not standard for such vehicles at the time, but was also worn by a similar un-numbered crane, since preserved (see photo 3676). At first glance, I thought the red object in the background was an LSBL Ford Transit van like 5301F (see photo 386), but they were still 35 years away! It certainly appears to have wheels, and chevrons on the end. Any suggestions?



Photo 3756, by **John Marshall**, added to LTSV on 11/12/2011.

Photographed at Chiswick Works on 30th August 1968, these two vans appear to have suffered from fire damage. 1319F and 1321F were both Ford Thames 307E vans new in 1964. They were among the last LT service vehicles to be allocated body numbers, M49 and M51 respectively. Numbers up to M103 were issued (following an earlier series that ran up to 9999) but vehicles new after January 1965 dispensed with this feature. 1321F was sold in December 1968, 1319F in February 1969.



Photo 3757, by **Peter Horrex**, added to LTSV on 11/12/2011.

Here is a nice shot by new contributor Peter Horrex. Taken on the late afternoon of 30th November 2011, it shows LBSL Infrastructure's Volkswagen Transporter 6898VW parked at Finsbury Park Bus Station. Incident Response Unit 7015M is visible in the background. The exposure of 1/25th at f1.8 has resulted in the curious but attractive focus effects.

Photo 3758, by **Graham Smith**, added to LTSV on 11/12/2011.

Catching some winter sunshine as it rounds Marble Arch on 2nd December 2011, Ford Transit minibus 7037F has a small claim to fame. It was, by a couple of months, the first 7xxx numbered service vehicle to enter service. Operated by London Underground, it is normally kept at Edgware Road Station.

Photo 3759, by **Ray Monk**, added to LTSV on 11/12/2011.

A second batch of Volkswagen Caddy crew vans for London Underground arrived in October 2011, following from 7118VW-7128VW the previous month. Both batches appear to work mainly out of Lillie Bridge, although only the first batch seems to be kept there. On 28th November 2011, Ray caught 7151VW leaving Acton Works.

Photo 3760, by **John Marshall**, added to LTSV on 11/12/2011.

Not a great photo alas, but a very interesting subject. Seen at West Acton on 13th January 1967, this is apparently Priestman Excavator GKH349, one of three acquired during the war. I have never seen a picture of one before. The Capital Transport SV book of 2003 mentions just GKH349, adding that it was registered by the manufacturer in Hull. Since all three had Hull registrations (GAT978 and GKH212 being the other two), they were presumably all acquired new. As the photo shows, these are drag-bucket excavators. I can't make out any details of the chassis, though being registered suggests they were capable of being driven on the road. I wonder how they got that jib around tight corners? It looks like the machine is working on a railway embankment. Any further information on these machines would be welcomed.

Comment by *Thomas Young* on 11/12/2011: Ray has found a picture of this (or a similar vehicle) when new in 1942 on the LT Museum website. Hopefully this link will work:

http://www.ltmcollection.org/photos/photo/photo.html?_IXSR_=_c2OFvPSDPbS&_IXMAXHITS_=1&IXinv=1998/36029&IXsummary=results/results&IXsearch=excavator&_IXFIRST_=3

Comment by *Clive G* on 25/06/2014: On the westbound side of the Central Line just by West Acton station. I remember this work going on to consolidate the cutting as I was a train guard on the line at the time. It had caterpillar tracks and could have been taken here on 1010L I would guess. I'm no expert on plant but seeing a shorter jib on the Priestman in the LTM picture taken at the war damage depot in Hammersmith makes me wonder if this long jib would be removed for transportation. As for being registered it might have been in case it was needed to clear debris from the road.



Photo 3761, by **John Marshall**, added to LTSV on 11/12/2011.

The adjective 'cute' does not spring to mind when looking at most service vehicles, but this one might be an exception. Painted in plain Chiswick Green, JXC354 was a Mercury electric platform truck, photographed at Lillie Bridge depot on 11th June 1968. Apart from it being new in 1948, not much else is known about it. However, it does seem likely that it performed the same role as VLW676G, a Lancing Bagnall battery electric truck new in 1968, perhaps being replaced by it. The Capital Transport book on service vehicles states that VLW676G was kept at Earls Court Station, and that it was road-licensed so that it could operate (with a trailer) between there and Lillie Bridge. It adds that the vehicle operated along the walkways above Earls Court Station! JXC354 also had a trailer, although it was not attached when photographed. The entire block of registrations between JXC1 and JXC500 was used by London Transport, featuring on RT and TD class buses as well as numerous service vehicles.

Comment by *Phillip Walton* on 11/12/2011: I think this is a petrol driven truck rather than electric. There are no battery boxes between the axles, it has a radiator and a conventional battery (6 Volt?) fitted just inside the door opening. The petrol Mercury tractors used the Ford 10hp engine from the E83W 10cwt van although other makes could be specified.

Comment by *Thomas Young* on 11/12/2011: Thanks for the note Phillip. Sadly I don't have access to the official documents I used whilst researching this site and SUP15B. The only published reference to JXC354 I can put my hands on is LOTS SUP22 of 1981. This lists it as an "Electric Mercury Platform Truck".



Photo 3762, by **John Marshall**, added to LTSV on 11/12/2011.

WYL724 was one of two road-registered Coles mobile cranes operated by London Transport. New in 1959 it spent many years at Parsons Green depot, where it was photographed on 20th September 1966. This photograph usefully shows that the livery was yellow. A photo was published in SUP22 (an LT registrations list produced by LOTS in 1981) but was in black and white. The crane lasted until at least 1977. Also visible are one of the Ford Thames 7-cwt vans, and a Bedford TK lorry in what looks like BOC livery.



Photo 3763, by **John Marshall**, added to LTSV on 11/12/2011.

This must be the strangest 'service vehicle' I have shown on this site to date! Quite clearly a hand-operated road-roller, it was nevertheless road-licensed. Built by Stothert and Pitt and new in 1963, it was registered as 525FJJ. A similar vehicle acquired 2 years previously became 219CXK. Information on vehicles like this would not have been published at the time, so it is fortunate that photographers such as John Marshall took note of them. The registration number may have been a clue, London Transport having used several 5xxFJJ marks on service vehicles (like 1292R) and also on the TT class buses used as bicycle transporters at the Dartford Tunnel. The disposal dates for these machines are not known, although 219CXK was seen still in use in November 1980. They may have lasted longer, as both were apparently last licensed on 30th April 1991. The photograph was taken at Waterloo (Cornwall Road?) on 14th May 1969.

Comment by *rtwbus* on 23/01/2012: yes, it's Cornwall Road

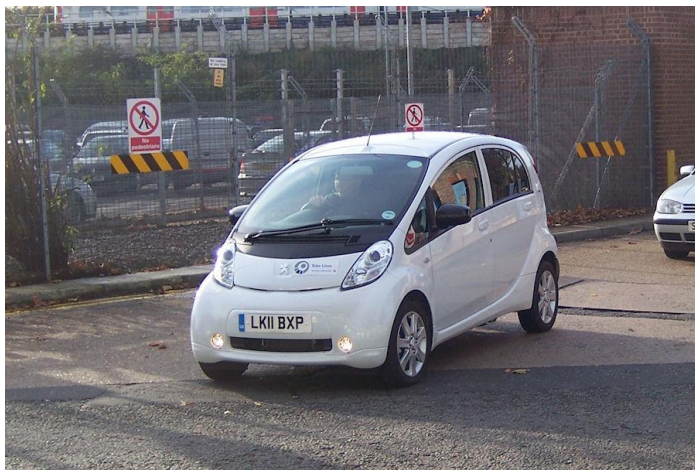


Photo 3764, by **Ray Monk**, added to LTSV on 11/12/2011.

The central fleet has become quite diverse in the past few years. Although the Ford Transit remains dominant for mid-sized vehicles, many new models of smaller vans and cars have been added. Shown here leaving Acton Works on 5th December 2011 is a Peugeot Ion electric car. Given that it was not brand new, and has plain white livery (with Tube Lines label), this may have been a demonstrator or dealer loan. The Peugeot Ion appears to be a badge-engineered version of the Mitsubishi i-MiEV design (see photo 3475), or perhaps it was vice-versa.

Comment by *Thomas Young* on 10/08/2012: This car was seen plugged-in to a dedicated charging point in the staff car park at Loughton Station on 08/08/2012. As such it has been added to the database.



Photo 3765, by **Ray Monk**, added to LTSV on 11/12/2011.

Of the four Ford Fiesta cars delivered for London Buses in mid-November 2011, two had been allocated to Stratford by the end of the month. On the 30th, Ray photographed LM61FSU and LM61JHX parked in the Office Village complex. This location is off the south side of Stratford Broadway and has, for the past few years, been home to one or two of the LBSL cars. LBSL presumably lease some of the office space here. It remains to be seen whether these cars turn up in the bus station once its redevelopment is completed.

Comment by *Derek Everson* on 05/02/2012: These two cars are indeed based here as LBSL has office accommodation within the office village. I don't think there is any intention to base these in the bus station, although they may park there from time to time.



Photo 3766, by **Ray Monk**, added to LTSV on 11/12/2011.

Yet another case of Ray being in the right place at the right time. On 28th November 2011 he paid a visit to Bollo Lane and found this transporter lorry parked opposite the works entrance. Loaded on board were no fewer than 9 brand new Peugeot Bipper vans, all in unmarked white/blue livery. New vehicles are usually driven to Acton Works for commissioning, although Ray has seen old vehicles departing by transporter in the past (see photo 2408).



Photo 3767, by **Ray Monk**, added to LTSV on 11/12/2011.

Photographed outside Acton Works on 28th November 2011, LT61WHM was one of nine Peugeot Bipper vans loaded onto a Renault transporter lorry. Although it clearly has a tax disc, the DVLA reports that it was not licensed until the following day (29th). These are the first Bippers for the London Underground fleet, suggesting that the operation of 5 similar vans by TfL Streets since mid-2010 was successful.



Photo 3768, by **Ray Monk**, added to LTSV on 11/12/2011.

Acton on the 28th of November 2011 again and the transporter lorry with its load of nine Peugeot Bippers is now making the tricky manoeuvre into the Works entrance. I hope they checked the clearance under the railway bridge! Unloading must have taken some time, and would require the lorry and trailer to be parked in a straight line. The vans would then presumably be lettered (and numbered) and made ready for service.

Comment by *Ray* on 11/12/2011: They were unloaded in the lorry yard!



Photo 3769, by **Ray Monk**, added to LTSV on 11/12/2011.

RV61CZE is one of (at least) four Volkswagen Caddy vans delivered in late 2011. Although in the same registration series as those leased for London Underground (such as 7151VW - see photo 3759), these four are plain white and carry removable Tube Lines labels rather than having permanent lettering. Reports suggest that they are being used as internal mail vans from Acton Works, and they appear to have replaced the four plain white Ford Transit Connect vans used for this role since 2010 (such as CP10JXZ - see photo 3213). The reason for this, and whether or not they are allocated fleetnumbers, remains unknown for now. On 28th November 2011, RV61CZE was caught leaving Acton Works. Note the papered over rear windows.



Photo 3770, by **John Marshall**, added to LTSV on 11/12/2011.

As well as ambulances (one of which is visible to the left), both Aldenham and Chiswick Works had an unregistered left-hand drive Bedford-Lacre sweeper truck. Chiswick's example was numbered BL2, and was photographed in the works on 24th April 1967. BL2 was later fitted with a framework extension on the front, to permit the fitting of a snow plough (as seen in photo 182). Aldenham's BL1 had a slightly different appearance, and I will publish a photo of it next time.

Photo 3771, by **Ray Monk**, added to LTSV on 22/01/2012.

Three of the eight AEC Matador breakdown tenders acquired in 1947/1948 lasted until the mid-1970s. 747P was photographed inside Poplar Garage on 24th April 1971 keeping company with some early DMS class buses. Note the covered rear wheels. As far as I know, 747P was the only one of the batch to have this feature.

Photo 3772, by **John Marshall**, added to LTSV on 22/01/2012.

Tower wagons were used to enable access to tram and trolleybus overhead wirings for repairs and maintenance. Most were therefore withdrawn once the last trolleybuses were withdrawn in 1962. However one vehicle managed to remain in stock for a further 17 years. AEC Mercury 1077Q was one of four bought in 1958, and was kept on for any remaining high-level access requirements (such as maintenance of bus garage lighting). It appeared to be out of use by the time of this photograph, taken at Chiswick Works on 16th April 1975. Note that the lettering has been painted out. Parked behind is another AEC Mercury, an open lorry from the 1070Q-1072Q batch. In the left background is the road leading over the BR tracks and into Acton Works. 1077Q was eventually sold in May 1979.

Photo 3773, by **Ray Monk**, added to LTSV on 22/01/2012.

Four AEC Mercury pole carriers were bought in 1958 for use in the dismantling of trolleybus overhead wiring. Two were withdrawn in 1967 but the other pair remained in stock until the mid-1970s. On 25th January 1972 1079Q was photographed on Hoskins Street in Greenwich, carrying cable drums from the nearby power station. Apart from the fitting of side indicators and enlarged mirrors, the vehicle was in almost original condition. Note the hand-operated chain winch crane, and also the registration number repeated on the front of the bodywork.

Comment by *aecsouthall* on 20/02/2013: Excellent early '70s colour photos of 1079Q, 746P & 747P. Neil F.

Photo 3774, by **John Marshall**, added to LTSV on 22/01/2012.

This photo is not what it at first appears. Taken in the sidecourt of London Transport's Victoria Garage on 8th December 1971 it shows a Ford Thames Trader in London Transport livery with a London Transport fleetnumber. However, this vehicle was one of several that were transferred to the newly created London Country Bus Services in 1970. 1148F was one of four (1148F to 1151F) Trader 5-ton half-tilt lorries delivered in summer 1960. They initially ran on trade plates, only gaining registrations in 1970 following a change in legislation. Curiously they were given contemporary H-suffix registrations, making them appear 10 years younger than they actually were. All were transferred to LCBS in 1970 although none remained in use for more than 4 years. 1148F was allocated to Reigate, having transferred from Romford in August 1971. As can be seen, it was sometimes used as a driver trainer, although it is not clear why it had travelled so far back into London on this occasion.

Photo 3775, by **John Marshall**, added to LTSV on 22/01/2012.

A very awkward-looking combination was that of Karrier Bantam Prime Mover 1310KB and Carrimore trailer C21. Used mainly for moving bus stop shelters, the trailer seemed to dwarf the diminutive tractor unit and featured an alarmingly sloped floor. Its single wheels were almost twice the size of those under the tractor. Although numbered in the unified trailer sequence (between YT20 and YT22), it lacked the usual T prefix. The unique pairing was photographed taking a break at Cornwall Road, Waterloo on 28th April 1971. By the end of that year it had been replaced by new 1684F/K1 (see photo 3780).

Photo 3776, by **John Marshall**, added to LTSV on 22/01/2012.

Having illustrated lots of service vehicles with four wheels, a few with three (see photo 2950) or two (see photo 785), and one with just one (see photo 3763), here is one with five! Sadly, the fifth wheel is not visible in this photograph taken at a slushy South Harrow Station on 17th February 1970. Ford Thames 400E 1317F was used as a route survey van for which it was equipped with a retractable spoked wheel for measuring distances. The wheel can be seen in the photographs published in SUP15B and the Capital Transport SV book. Other modifications included a window in the front roof, presumably for checking potential overhead obstructions. Also note that the fleetname is carried on a removable board, perhaps so that the vehicle could be operated covertly if required! New in 1964 it remained in stock until 1972.

Photo 3777, by **John Marshall**, added to LTSV on 22/01/2012.

Twenty-three Ford Anglia estate cars were added to the numbered LT service vehicle in the 1960s, including 11 that formed the first generation of radio control (or 'inspectors') cars. These wore red livery and a handful have been illustrated in other publications. The remainder all carried grey livery and this is the only known photograph of an example. 1407F was used by the ticket machine works at Effra Road in Brixton and was delicensed in January 1970. It was sold in March and was photographed five days later (on the 21st) apparently still awaiting collection from the storage area behind Fulwell Garage. The Anglia had been supplanted by the larger Escort model at the end of the 1960s.

Comment by *rtwbus* on 23/01/2012: Actually it was sold to me and I just happened to be visiting FW that day. I didn't remove the transfers for some time! john



Photo 3778, by **Ray Monk**, added to LTSV on 22/01/2012.

At first I assumed this photo was of one of the early generations of Ford Escort Radio Control cars. However, the first batch was numbered 1564F to 1576F, while this car is 1598F, new two months later in February 1970. It would appear that the batch 1593F to 1598F were in fact additional radio cars. All wore red livery, were allocated to bus garages, and lasted for the same 2-year period. As this photo shows, at least some carried roof-mounted roundels (note that this corrects SUP15B). 1598F was allocated to Wood Green and was seen at the nearby Turnpike Lane Bus Station on 11th August 1971.

Comment by **Ray** on 14/07/2012: These vehicles were also 1298cc (1300) models as implied by the chassis numbers.



Photo 3779, by **Ray Monk**, added to LTSV on 22/01/2012.

Fairly typical of LT lorries of the early 1970s, 1641F was a Ford D550 lorry, slightly unusual for having a full-length tilt cover. The body featured the normal arrangement of fixed forward sides and dropsides on the rear half. Based at Chiswick Works, it was photographed parked at Trafalgar Square on 1st July 1972.



Photo 3780, by **John Marshall**, added to LTSV on 22/01/2012.

Karrier Bantam 1310KB and its trailer C21 (see photo 3775) were replaced in the shelter-carrying role in late 1971 by the arrival of new Ford D600 1684F and dedicated trailer K1. As can be seen, the trailer had a rather more conventional appearance (mainly from being horizontal when in use) and featured a large crew compartment over the coupling, and a huge one-piece tail-board that formed a shallow ramp for loading and unloading. The reason it was given the number K1 instead of one in the normal trailer sequence (KT28 would have been more logical) is not clear. The location is once again Cornwall Road at Waterloo, this time on 25th May 1972.



Photo 3781, by **Ray Monk**, added to LTSV on 22/01/2012.

From the late-1960s until the present, the Ford Transit was the most popular choice for mid-sized van service vehicles. Thirty-one were bought in 1971, including 1685F new in July. This was a 14-cwt van with sliding cab doors, based initially at Chiswick then at Pelham Street (South Kensington). On 22nd January 1972 it was found parked on Eccleston Bridge at Victoria. It was later assigned to the apprentices at Aldenham works for a few weeks before disposal in November 1978.

Photo 3782, by **Ray Monk**, added to LTSV on 22/01/2012.

This is Land Rover 1761LR, no stranger to this site thanks to its longevity. However, this is the first colour photo of it in original condition, and is also unusual for showing it towing a trailer. I have just noticed that in photo 1227 from a few years later it carried a TOWING plate on the front, although it also appears to have gained roof-bars by then. The identity of the trailer is a mystery. Small trailers were not included in the main trailer numbering series until much later, the first seeming to be cable-drum carrier SEBT42 of 1985 (see photo 341). The photo was taken opposite South Wimbledon Station on 18th May 1974.

Photo 3783, by **John Marshall**, added to LTSV on 22/01/2012.

The 1970s/1980s equivalent of the present-day Emergency Response Unit was a small fleet of Ford trucks painted in overall red. As well as several D-series lorries (such as 2199F - see photo 590), three rather stretched Ford A0609 box trucks were also used. Numbered 2135F to 2137F, they were allocated at times to Whitechapel, Ealing Common, Lillie Bridge and Baker Street. At Baker Street, the vehicles were parked in the open, right in front of the station entrance. Therefore it is not surprising that most of the photos of these vehicles were taken there. 2136F was found parked (rather haphazardly) on 20th September 1979. Although 5 months old, it had yet to gain the front-mounted LT Emergency sign (as seen on similar 2135F - see photo 391). I saw this vehicle here in 1983 (when I was 11 years old), while I caught the other pair at Stockwell Garage during my numerous visits there (oh, to have had a camera back then....!). By the way, 2138F was also a red Ford A0609 box truck, with a slightly shorter cab. I hope to publish a photo of this soon.

Photo 3784, by **Kim Rennie**, added to LTSV on 22/01/2012.

A notable development over the turn of 2011/2012 was the relivering of Emergency Response Unit (ERU) 2593 into British Transport Police (BTP) colours. The reasoning is to permit the use of blue lights and two-tone sirens whilst on the way to incidents. There are strict controls over which organisations are permitted to use these, mainly being limited to Police, Fire, Ambulance and a few others (such as MoD bomb disposal). When accidents do occur on the underground, the police sometimes have to await the arrival of the ERU with its specialised knowledge and equipment. The use of blue lights will hopefully reduce response times. Rather than getting the rules changed, the plan is for the ERU vehicles to be driven by BTP officers. Some changes to the livery were expected, but the appearance in full BTP livery was something of a surprise. Note that the vehicle retains its CDS fleetnumbers on the front but also carries BTP number L91. Photographed at Acton Works on 12th January 2012.



Photo 3785, by **Kim Rennie**, added to LTSV on 22/01/2012.

This interesting photo taken at Acton Works on 12th January 2012 shows three different but related emergency response vehicles. On the left is KE05JLV, one of a pair of Iveco Daily trucks used by the British Transport Police since 2005. These have L prefixed fleetnumbers, suggesting they were supplied by Tube Lines, and they do appear in the CDS brochure published in 2009. They also seem to make regular visits to Acton Works, although their base/s and exact role are not known. The configuration of the bodywork, with roller shutters covering pull out shelves and boards, is very similar to that later used on the LUL Emergency Response Unit (ERU) vehicles. Two of the latter are also visible. In the middle is 2593, recently rebranded as a BTP vehicle to permit the use of blue lights when attending incidents, while on the right is 2592 in original livery. Curiously the BTP number L91 was carried by both KE05JLV and 2593, suggesting that the former will be replaced.

Comment by *Kim Rennie* on 23/01/2012: I've only ever seen Iveco's L91 and L92 in BTP use. I think these may be based at ERU depots during the Diamond Jubilee/Olympic period.

Comment by *Thomas Young* on 23/01/2012: Several people have pointed out that the BTP only had two of these Ivecos, so I have amended the caption accordingly.



Photo 3786, by **Ray Monk**, added to LTSV on 22/01/2012.

Another Police-branded service vehicle now, in the form of London Safety Camera Partnership (LSCP) Ford Transit crew van 6121F. Three such vehicles (6120F to 6122F) were given this startling livery in 2007, replacing earlier Vauxhall Vivaro vans 5451V to 5455V (see photo 2016). The LSCP also operated Transit van LN08ZDS (given duplicated fleetnumber 6123F) and two Transit exhibition units (5855F and 5909F) but all three were withdrawn or transferred to other roles in 2010. A lack of sightings of the 6120F to 6122F batch suggested that the LSCP operation had been closed down or scaled back, but then 6121F turned up again. We had never known where their vehicles were kept, but Ray found 6121F parked at Marlowe House (close to Sidcup Station) on 16th December 2011 (as pictured). It has been seen there a few times since, suggesting this is its home. Whether the other two remain in use is not known, but neither has been reported since 2009.



Photo 3787, by **Ray Monk**, added to LTSV on 22/01/2012.

Six Citroen Berlingo estate cars were added to the leased fleet in May/June 2009, but a couple of them have proved hard to track down. 6770C in particular had only been reported a handful of times, mostly out on the road at night. However, following a tip-off from JM, it was found in the car park beneath the Westfield Shopping Centre at White City on 14th January 2012. Most of the batch appear to work in connection with the Central Line, and this one is presumably attached to the train depot now buried beneath the shopping centre. A further Berlingo, reported as carrying duplicated fleetnumber 6937C, was delivered in 2010 but has also been elusive. However, a mystery Berlingo with the number 6973C was also seen on 14/01/12, at the Central Line service control centre on Wood Lane (about 100 yards from the location of this photo). Could they be one and the same?

Photo 3788, by **Ray Monk**, added to LTSV on 22/01/2012.

The large batch of Ford Transit crew vans numbered between 6907F and 6940F are mostly active at night, working out of Acton. However, Ray is doing quite well at finding them parked up on residential streets in the daytime! Latest addition is 6907F, photographed in Sidcup on the first day of 2012.

Photo 3789, by **Graham Smith**, added to LTSV on 22/01/2012.

Here is the first decent shot of the front of one LUL's two Ashwoods hybrid converted Ford Transit crew vans. 7040F (along with sister 7039F) is based at Westdown Road, Leyton (the location originally known as Drapers Field). Unlike the Ashwoods conversions with London Buses (such as 6985F - see photo 3314), this example has a Ford badge on the front, with Hybrid labelling beneath the side windows. It was photographed passing Holborn Bars on 7th October 2011.

Photo 3790, by **Ray Monk**, added to LTSV on 22/01/2012.

Renault Kangoo estate car 7132R was delivered in November 2011, seemingly as a replacement for similar 6543R (see photo 2505). As such it is based at the LUL offices on Allsop Place, behind Baker Street Station. It was photographed at home on 14th January 2012 parked with fellow resident 6713V. Compared to similar 6992R (also photographed here - see photo 3337), 7132R has roof-bars and white bumpers and rubbing strips (instead of black), changing the appearance considerably.

Photo 3791, by **John Marshall**, added to LTSV on 22/01/2012.

A rather small but interesting photograph of a rather small but interesting service vehicle. VLW676G was a Lansing-Bagnall electric truck bought in 1968. According to the Capital Transport service vehicle book, this vehicle was used to tow a small trailer between its base at Earls Court Station and the workshops at Lillie Bridge. This would involve working on public roads (hence the registration) but also along the walkways above Earls Court Station. It may have replaced older JXC354 (see photo 3761). The fate of VLW676G is not known, but it remained licensed until 1989. On 27th March 1979 it was found at Chiswick Works, perhaps for repairs. It would be interesting to know if it drove there or was carried. Similar vehicles were a familiar site at main railway stations (towing 'Brute' parcels trolleys) and Post Office sorting centres.

Photo 3792, by **Colin Lloyd**, added to LTSV on 22/01/2012.

Caught coming off the Strand at Trafalgar Square very early on 18th November 2011 (note the headlights still on), this is Tube Lines WX57UMV, a Mercedes Econic dustcart new in February 2008. There are 8 full-sized refuse trucks in use at present, their role being to collect waste from LUL stations and other facilities. One thing I have never found out is where they go to unload...

Photo 3793, by **Ray Monk**, added to LTSV on 22/01/2012.

Another of the LBSL Ford Fiesta cars to be tracked down is LM61JFG, now resident at Sycamore House, Thornton Heath. It was photographed in the back yard there on 13th December 2011. As already seen, LM61FSU and LM61JHX are at Stratford Office Village (see photo 3765), while LM61JHZ has been reported at Kingston Cromwell Road.

Photo 3794, by **Ray Monk**, added to LTSV on 22/01/2012.

Although Ford has been losing out in central fleet orders for smaller vehicles (mainly going to Renault, Volkswagen and Peugeot instead), the Transit remains the dominant model for larger vehicles. Photographed being delivered to Acton Works on 9th January 2012, LS61OYR is a long-wheelbase mid-height van. Pedestrians would have had problems here, with both pavements seemingly blocked.

Photo 3795, by **John Marshall**, added to LTSV on 22/01/2012.

This single-axle step-frame dropside trailer photographed at Chiswick Works on 6th October 1970 is clearly numbered E1. This is probably the Eagle trailer that normally operated with Bedford OSS artic tractor 953B. However, 953B was new in 1951 whilst E1 was listed as being into stock in 1957. Could it be that the tractor and trailer combination was treated as a single numbered item (953B) until 1957 when the trailer was given a number of its own? It certainly outlasted the tractor unit (sold in 1965), although by how much is not known. Another puzzle concerns the tall metal tilt cover fitted to the trailer (as seen on Clive's model - see photo 3579). This was not on in 1955 but it was in 1961. And as seen above, it was off again by 1970. The Capital Transport service vehicle book states that the cover was removable, but it appears fairly permanently attached in the one clear photo I have in my collection. So, to summarise.... um.



Photo 3796, by **Ray Monk**, added to LTSV on 22/01/2012.

Found at the south end of Aldgate Bus Station on 17th February 1973, this Bedford HAV van was number 2B in the London Country fleet. New in June 1970, we had listed it as being green, although it was clearly grey originally. The lettering is hard to make out but there is a legals block at the bottom of the driver's door. The presence of an LCBS vehicle at Aldgate is probably explained by the Green Line services that ran from there.

Comment by *Routemaster37* on 11/02/2012: This van was used by the Area Engineers, of which I was one. Travelled many miles in this van.



Photo 3797, by **Ray Monk**, added to LTSV on 22/01/2012.

A slightly fuzzy view of two of the ungainly looking Austin-Morris J4 vans at Swanley Garage on 12th May 1974. Both vans wear standard National Bus Company green livery, and have cab doors that unusually slide inside the bodwork. New in September 1973, 17A (nearest the camera) was withdrawn in 1978 while 16A apparently soldiered on until 1983.



Photo 3798, by **John Marshall**, added to LTSV on 22/01/2012.

London Country 30F was one of six Ford Transit vans bought in 1978. It was photographed visiting Aldenham works on 16th September 1979. Compared to the previous picture, the NBC logo is now in red/blue on a white background.



Photo 3799, by **Ray Monk**, added to LTSV on 22/01/2012.

Abellio continues to refresh its service vehicle fleet with newer second-hand vehicles, one of the latest being Ford Fiesta van NC07EZF. Acquired in late 2011, it was photographed at Battersea Garage on the last day of that year. DVLA records show it as being blue, so it has presumably had a respray although unusually it had yet to gain Abellio lettering. The vehicle on the left is interesting. Abellio service vehicles started gaining new fleetnumbers in late 2011, and this van carries number 6216 on its fuel filler cover. However, it also still carries the 5479F number (and blue skirt livery) from its time as a central fleet vehicle. Since last being shown (see photo 2536), the Ford Transit van has lost its Travel London lettering, as had most of the fleet. However, it has also had its light-bar and spot-lights removed, perhaps suggesting withdrawal or a change of role.

Photo 3800, by **Ray Monk**, added to LTSV on 22/01/2012.

Some Abellio service vehicles gained fleetnumbers from late 2011, including Seat Alhambra estate car 6602 (NG57NTO) seen at Beddington Garage on 20th December 2011. All the examples seen so far have the number applied (sometimes using very small stickers) close to the fuel filling point. Note that the company lettering on the doors of this car is actually complete. The angle makes the dark grey letters indistinguishable from the silver bodywork. Note also the bus in the background with the company name (and logo) in its ultimate blind display.

Photo 3801, by **Derek Everson**, added to LTSV on 22/01/2012.

Most of the service vehicles acquired by Abellio have been white (or repainted white), exceptions being four Seat Alhambra cars in silver. Then in late 2011, a black Ford Focus estate entered service at Byfleet. The grey and red Abellio Surrey logo looks quite smart in this view taken at Staines Bus Station on 5th December 2011. Note that 5 of the 6 buses visible are Abellio ones, TfL routes 117 and 290 both having been won from other operators in the autumn.

Photo 3802, by **London Spotter**, added to LTSV on 22/01/2012.

I hope you like Arriva London Vauxhall Corsas because this is the first of nine pictures featuring them that are being published today. The reason is that Arriva are leasing these vehicles for three-year periods and about 30 are therefore due to go this year. This pair has been at Edmonton Garage since delivery in January 2009. The original batches had large fleetnumbers on front and rear (although 118 on the left appears to have lost its), and large company names and logos on the sides. Photographed (with permission) in the yard at Edmonton on 9th January 2012.

Photo 3803, by **London Spotter**, added to LTSV on 22/01/2012.

Vauxhall Corsa car 115 has recently lost its Arriva lettering upon transfer to the associated 'Clean Me' fleet! Seen at Edmonton Garage on 9th January 2012.



Photo 3804, by **London Spotter**, added to LTSV on 22/01/2012.

Arriva London 106 is the last of 15 Vauxhall Corsa cars delivered in mid-2011 to replace similarly numbered (92-106) cars dating from mid-2008. Compared to the earlier examples, the 2011 batch featured a lighter silver bodywork, and reduced size lettering. Photographed at Edmonton Garage on 9th January 2012.



Photo 3805, by **Ray Monk**, added to LTSV on 22/01/2012.

Eleven of the 15 Vauxhall Corsas delivered to Arriva London in mid-2011 were allocated to Lea Valley Garage. However, route changes since then (principally the conversion of route 73 from artic operation from Lea Valley to double-deckers from Stamford Hill) has rendered some surplus. Three were transferred to Beddington Farm by December 2011, including number 96, photographed at Ampere Way on the 20th of that month. Other examples have been transferred to Barking.



Photo 3806, by **London Spotter**, added to LTSV on 22/01/2012.

Yet more Vauxhall Corsa cars were delivered to Arriva London starting in December 2011, these to replace the late-2008/early-2009 batch of cars numbered in the 107 to 135 range. Once again the fleetnumbers were reused, but the new cars were this time white instead of silver. The first to be reported was 109, photographed (with permission) at Edmonton Garage on 9th January 2012.



Photo 3807, by **Ray Monk**, added to LTSV on 22/01/2012.

Of the late-2008/early-2009 batch of Arriva London Vauxhall Corsa cars (numbers 107-135), about half were allocated to Lea Valley but later swapped for slightly older examples from Barking Garage. As such, Barking is now in line to receive replacements. Amongst the first to be reported was number 128, photographed on Ripple Road on 19th January 2012.

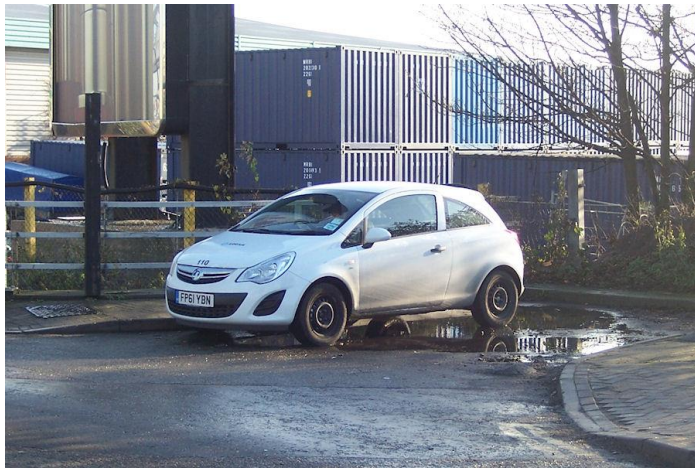


Photo 3808, by **Ray Monk**, added to LTSV on 22/01/2012.

The crew ferry duties from Arriva London's Edmonton Garage vary in length and the cars can be seen as far away as Arnos Grove and Leytonstone. Quite a few only get as far as the nearby North Circular Road however. Photographed there on 22nd December 2011 was fleetnumber 110, not yet one month old.



Photo 3809, by **London Spotter**, added to LTSV on 22/01/2012.

Is it another one? Of Corsa it is! Arriva London 108 was first licensed on 12th December 2011, and photographed at Edmonton Garage on 9th January 2012.



Photo 3810, by **Ray Monk**, added to LTSV on 22/01/2012.

The last Corsa for today, and appropriately a rear view. Arriva London 111 was photographed making its way out of the Edmonton Industrial Estate on 22nd December 2011. The lack of wheeltrims shows that these are budget models.



Photo 3811, by **Ray Monk**, added to LTSV on 22/01/2012.

First London had to close the yard adjoining its Westbourne Park Garage in 2011, due to encroaching Crossrail construction work. The bus fleet could not be accommodated wholly within the garage so an outstation was required. A site was found on Atlas Road in Harlesden (home also to the London United operation inherited from NCP/NSL) and routes 28, 31 and 328 were transferred in on the night of 31st October. 83 buses from classes VNW, VNZ and WNH were reallocated, although maintenance remains at Westbourne Park. The new location led to a requirement for crew ferry vehicles, and five unmarked Vauxhall Zafira Estate cars were acquired in December. KN61KGP was photographed on Atlas Road on the 28th. Unmarked cars are not always reported on LTSV, especially if there is any doubt that they are owned/leased by the company. In this case though the cars were all registered in the same KN61Kxx series.

Photo 3812, by **Ray Monk**, added to LTSV on 22/01/2012.

Some vehicle designs take some getting used to, the latest incarnation of the Renault Master being a good example. With the basic shape of many vans and cars pre-determined (either by aerodynamics or design-sharing arrangements), the challenge for automotive designers is to make their vehicles distinctive. It could be argued that even if a design is thought of as 'ugly', it could be judged as successful if it gets noticed. Anyhow, this is LM61UNY, a new Renault Master van for Metroline. Shortly after its arrival, two of Metroline's four-year old Mercedes Sprinter vans were sold (KR57FUO and KR57FUP). This suggests that one or two more new vans might be expected. Used for engineering support, the van was photographed on Vauxhall Bridge Road at Victoria on 16th January 2012.

Photo 3813, by **Ray Monk**, added to LTSV on 22/01/2012.

Photographed at the Therapia Lane depot on 13th December 2011, Ford Ranger EY57OXH has been a Tramlink service vehicle for the past few years. Although previously reported as carrying Tramlink lettering, nothing is visible in this view.

Comment by *Ray* on 23/01/2012: A green 'Tramlink' can just be made out on the rear hard cover

Comment by *Thomas Young* on 23/01/2012: Oh yes, I stand corrected. On closer inspection, there is actually one on the bonnet as well!

Photo 3814, by **Robin Morel**, added to LTSV on 22/01/2012.

Making its fifth appearance on this site, this photo of Sovereign Recovery's Mercedes Actros GK10VTL has been included as it may be the last time a bendy-bus features here. It was found at London Gateway Services on the M1 motorway on 19th December 2011, with First London EA11041 on tow. The bus was one of the batch used on route 207, the last to be converted (on 10th December).

Photo 3815, by **Richard Eversden**, added to LTSV on 22/01/2012.

Ford's D-series ranged from 3-ton trucks up to 24-ton and 28-ton capacity lorries, these being commonly used as tippers. Photographed at Poole Bus Station in about 1990, EEW702V was a D2417 recovery truck in the Wilts and Dorset fleet. It carries the standard W&D livery of the time, the final design of D-series grille, and some fairly basic-looking lifting gear. The vehicle was most likely a mid-life conversion.



Photo 3816, by **Richard Eversden**, added to LTSV on 22/01/2012.

Now synonymous with South West Trains, in the 1980s and 1990s SWT was used as a fleetname by South Wales Transport, a former National Bus Company subsidiary with operations centred on Swansea. Photographed in that city in about 1996 was their F898HKE, a Vauxhall Astra van. Apart from the livery and the oversized roof beacon, the vehicle is very similar to those operated by LT (such as 3674B - see photo 3076).

Comment by *Adam Floyd* on 25/01/2012: South WALES Transport surely?

Comment by *Thomas Young* on 25/01/2012: Thanks Adam, I must have had my brain out of gear. It is indeed South Wales Transport rather than South West Transport. The caption has been corrected.



Photo 3817, by **John Hillman**, added to LTSV on 22/01/2012.

When I published a photograph of Maudsley tanker 1014MY last month (see photo 3753), I mentioned seeing a small preserved tanker at the Chiswick Works open day in 1983. John Hillman kindly sent this photograph of the vehicle in question. Although it proves that it was not 1014MY, it does raise a couple of other points. ELP615 was an Albion tanker preserved in the livery of Shell-Mex BP. The ELPxxx registration series was used by LT, who took all of the ELP101 to ELP300 range and applied them to STL and T class buses (plus CR1), seven numbered service vehicles and two staff cars. Secondly, what was the reason for this vehicle being included in the display at Chiswick? I don't recall any other non-buses being present.

Comment by *Phillip Walton* on 23/01/2012: The ELP series of registrations were allocated in blocks between Nov. '37 and Jan. '38.

Comment by *John Hillman* on 25/01/2012: Shell had a display stand at the open days and I think this was part of the Shell Transport collection.



Photo 3818, by **Ray Monk**, added to LTSV on 22/01/2012.

Briefly mentioned last month (see photo 3752), two photos of this vehicle are being added today. MXX347 was formerly bus GS47. After withdrawal it was converted into an ambulance for use by the London Transport Corps of the St Johns Ambulance service. Repainted white, it seems to have been kept on LT premises. Unfortunately both of the images were scanned from rather small originals, hence the lettering and details are not clear. Showing the nearside is this view of MXX347 taken at Turnham Green Garage on 26th September 1971.

Comment by *Thomas Young* on 02/12/2012: Presented to St Johns Ambulance Brigade, LT Corps, Marylebone Road on 23/06/1967.

Comment by *medicmanlee* on 16/09/2013: has now been scrapped was at west counties museum winkleigh Devon i have the plans that Chiswick used to build this unit



Photo 3819, by **John Marshall**, added to LTSV on 22/01/2012.

Another view of MXX347 in the London Transport Corps of the St Johns Ambulance Service, this time at Chiswick Works on 25th March 1974. The Land Rover in the background might be a service vehicle but John does not recall noting its details.



Photo 3820, by **John Marshall**, added to LTSV on 22/01/2012.

Another ambulance with service vehicle connections was 502FJJ, operated again by the LT Corps of the St Johns Ambulance service. A Bedford very similar to LT's own 1492B and 1532B, it was photographed at St Pancras on 21st May 1972. The xxxFJJ registration series was also used on LT staff cars (451FJJ to 501FJJ), numbered service vehicles (521FJJ to 524FJJ), un-numbered road-roller 525FJJ and the TT-class buses used on the Dartford tunnel bicycle carrying service (526FJJ to 530FJJ). As an aside, the earlier FJJxxx series was also used on a variety of LT vehicles (FJJ581 to FJJ780).



Photo 3821, by **John Marshall**, added to LTSV on 22/01/2012.

John photographed two London Transport Corps ambulances outside Wembley Stadium on 24th May 1974. Both were new in 1974 and registered in a series also used for LT service vehicles. VHV898M was a mid-sized Bedford of unknown model.

Comment by *Adam Floyd* on 25/01/2012: Looks like a VAS, not sure who built the body but it has Duple front end parts.

Comment by *medicmanlee* on 16/09/2013: it is in fact a PJK with Pilcher Green bodywork call sign in this pic TM1 became LT601 and given yellow stripe i now have and own this unit

Comment by *Thomas Young* on 01/02/2014: New on 16/05/1974 and entered service on 03/06/1974 to replace former GS47.



Photo 3822, by **John Marshall**, added to LTSV on 22/01/2012.

VHV899M, photographed outside Wembley Stadium on 24th May 1975, was a Bedford CF-based ambulance. As the extensive lettering shows, it was used by the St John Ambulance, London Prince of Wales District, London Transport Corps. In the background are some Police control vehicles in the black livery used at the time.

Comment by *medicmanlee* on 16/09/2013: this ambulance was donated to the Nigerian St John in 1986

Comment by *Thomas Young* on 01/02/2014: VHV899M is listed as into stock on 27/03/1974 from Herbert Lomas. A pencilled amendment states that it was to replace 522FJJ which was written off after an accident.



Photo 3823, by **John Marshall**, added to LTSV on 22/01/2012.

I have saved the best until last today. This photograph taken in Chiswick Works on 22nd December 1977 shows several service vehicles including a Ford Transit van (on the left), two Ford A0609 vans (on the right) and an AEC Regent Breakdown Tender (background). However, the main subject is Ford Transit van YMM594H. This van was bought in late-1969/early-1970 for use by the railway police. Prior to disposal in February 1980 it appears to have found temporary use as a fire engine of sorts. A framework was attached to the front bumper in which were loaded several fire extinguishers. There were also modifications to the rear...



Photo 3824, by **John Marshall**, added to LTSV on 22/01/2012.

Photographed at Chiswick Works on 22nd December 1977, Ford Transit van YMM594H had been replaced from its railway police duties but was temporarily serving as a works fire engine. The rear doors had been removed, and a framework and platform fitted. A hose reel was fitted to the platform, while what looks like a pump was added inside the van. What is not clear is whether the vehicle carried its own supply of water. The van, along with two others from the same batch, was eventually sold in February 1980. By the way, the details of vehicles bought by London Transport for use by the railway police are not included in the database on this website. However, they were listed in the variation sheets produced by LT (showing daily changes to the bus and service vehicle fleets) so the information may eventually be published.



Photo 3825, by **Ray Monk**, added to LTSV on 05/02/2012.

Colour photos of the AEC Matador breakdown tenders are somewhat rare, the exception being 746P which survived in preservation until the mid-1980s. This picture shows it whilst still with London Transport, parked outside Tottenham Garage on 30th July 1972.



Photo 3826, by **John Marshall**, added to LTSV on 05/02/2012.

1644F was a Ford D550 half-tilt dropside lorry, new in 1971. It was photographed at Chiswick Works on 10th November 1983, by which time its bodywork had been removed. The remains were sold the following month. On the right is Ford A0609 van 2062F, also out of use, while in the background can be seen one of the Leyland Terrier box trucks with unpainted bodywork.

Comment by *Thomas Young* on 03/12/2012: It seems probable that the dropside body off 1644F was refitted to Leyland Terrier 2213L. The back of the latter vehicle is also visible in this photograph, more clearly seen in photo 3830.

Photo 3827, by **John Marshall**, added to LTSV on 05/02/2012.

AEC Swift bus SMS300 was withdrawn from Uxbridge Garage in January 1981 and sent to AEC Southall for storage. Later in the year it was moved to Aldenham, then in July 1982 to Norbiton Garage. Here it was used as a mobile classroom, although it is not thought to have moved much. It was photographed at the garage on 7th August 1982, alongside Ford Transit van 1892F. The latter was new to Parsons Green but transferred to Norbiton in September 1981. The van was withdrawn in September 1982 while the bus lasted until 1986.

Photo 3828, by **John Marshall**, added to LTSV on 05/02/2012.

1928F was a Ford D300 box truck with crew cab, new in 1975 and used by the permanent way engineer. Based initially at Hounslow bus garage, it later moved to Whitechapel, Lillie Bridge and Chiswick. This interesting photo, taken at the latter location on 4th March 1981, shows it carrying an LT Urgent illuminated box above the cab. Although several Ford D box trucks did operate as emergency vehicles (including 1759F repainted from grey to red), 1928F has not been reported as being one of them. However, according to the DVLA website, it was red when last licensed (in 1990), so it may well have been repainted by LT. The buses alongside are FRM1 and (probably) RM1.

Comment by *Ray* on 08/02/2012: Probably not based at the garage, but where? The Heathrow extension opened in 1975, the year this was delivered and it may have been used in connection with this, based at one of the Hounslow stations. The 'Urgent' box was possibly added when it was transferred to Whitechapel.

Photo 3829, by **John Marshall**, added to LTSV on 05/02/2012.

This anonymous Ford Transit minibus is 2064F, perhaps better known as FS14 in the bus fleet. It was renumbered as a service vehicle (along with FS13/2063F) in 1977, for use as a staff shuttle for the Flagstaff House training facility in Weybridge. After three years use it was reported as being transferred to the Chief Signal Engineers at Chiswick in July 1980. However, it was photographed there slightly earlier, on 11th June 1980, parked outside the experimental shop along with long-term resident DMS1332. 2064F was withdrawn and sold later that year.

Photo 3830, by **John Marshall**, added to LTSV on 05/02/2012.

Another interesting photograph of Chiswick Works, taken on 10th November 1983. The main subject is Leyland Terrier dropside lorry 2213L, one of four delivered as refrigerated food vans in 1979. I have never seen a photo of one of these in their original condition but they probably looked rather like 2143L (see photo 1229). They were based at the LT Food Production Centre in Croydon until its closure in July 1983. Three of the vans were sold later in 1983, while 2213L was rebuilt as a dropside lorry and saw a few more years use. Incidentally, 2143L was also rebuilt, becoming a curtain-sider (see photo 331). The van on the right is Ford A0609 prototype 2062F, out of use and soon to be sold.



Photo 3831, by **John Marshall**, added to LTSV on 05/02/2012.

Although it was on display at two of the Chiswick Works open days held in the 1980s I have somehow overlooked publishing a photo of this lorry before. Number 2397L was a Leyland Freighter dropside lorry new in October 1983. It was fitted with a HIAB crane and stabilising legs, and survived until 1995. It is reported to have been repainted in the post-1990 white/blue livery. On the last day of 1983 it was photographed at Chiswick Works with a slightly unusual load in the form of accident-damaged Ford Escort van 3125F.



Photo 3832, by **Derek Everson**, added to LTSV on 05/02/2012.

Derek has made a couple of visits to the British Car Auctions site at Blackbushe recently, as this venue sees a regular flow of off-lease service vehicles. An unexpected find on 5th January 2012 was Volkswagen Transporter van 5678VW. Although withdrawn in early 2010, its subsequent owners had retained the orange squares, rear chevrons and light-bar. Slightly older Ford Transit van 5583F was also seen, although this had been stripped to plain red.



Photo 3833, by **Derek Everson**, added to LTSV on 05/02/2012.

Perhaps in an effort to extend its life expectancy, Ford Transit crew van 5998F had its number altered to 6598F on both sides! Once a regular sight at Neasden Station, it was withdrawn in late 2011 and passed to British Car Auctions, at whose Blackbushe site it was photographed on 5th January 2012.



Photo 3834, by **Derek Everson**, added to LTSV on 05/02/2012.

The number of Ford Focus cars in the central fleet has declined steadily through 2011, with leased examples being replaced by new Renault and Peugeot cars. 6164F was one of about two dozen that carried silver livery, and was based (along with many of the others) at Lillie Bridge. By 5th January 2012 it had been returned off-lease and was awaiting auction at BCA Blackbushe.

Photo 3835, by **Derek Everson**, added to LTSV on 05/02/2012.

The Tube Lines Escalator Management fleet has been renewed recently, with Ford vans being replaced mainly by Renaults and Peugeots. Their Transit van 6256F was seen at BCA Blackbushe on 18th January 2012, having had its logos and fleetnumbers removed.

Photo 3836, by **Derek Everson**, added to LTSV on 05/02/2012.

Another Escalator Services Ford Transit was crew van 6257F, also photographed at BCA Blackbushe on 18th January 2012.

Photo 3837, by **Ray Monk**, added to LTSV on 05/02/2012.

Since Autumn 2011, Eltham Bus Station has been home to three Toyota Prius cars, all of which carry different liveries. Ray has been trying to capture all three in a single photograph (see photo 3653), and on 24th January 2012 he very nearly managed it. Silver GY10UHZ is on the left, parked outside its charging 'hut', while red LN61ZGP is the third car visible on the right. White KV60KTK can just be made out towards the far end. However, this photograph is also interesting for the presence of Ford Fiesta car LM61JHZ, somewhat distant from its normal base at Kingston. With the inclusion of Honda Civic 6309H (believed to be the last example still in LBSL use), this shows all three shades of 'red' used on LBSL cars. Completing the picture are an Arriva Southern Counties taxi on the left and an IRU van on the right.

Comment by *Derek Everson* on 05/02/2012: AJX I believe will be departing soon, sadly.

Comment by *Thomas Young* on 25/02/2012: Correcting myself, Honda 6308H is also still in LBSL use, seen at Uxbridge today.

Photo 3838, by **Derek Everson**, added to LTSV on 05/02/2012.

Getting back to red! Replacements for the LBSL Honda Civic cars arrived in late 2011 in the form of four each of Toyota Prius and Ford Fiesta cars. While the Hondas were maroon, the Toyotas carried a slightly darkened red while the Fords were in almost 'LT' red. LN61ZGP and LM61JFG were photographed at the back of Sycamore House on 4th January 2012.

Photo 3839, by **Ray Monk**, added to LTSV on 05/02/2012.

Renault Kangoo car 6429R has just achieved four years in service, so replacement must be expected soon. Vehicles in this situation are often relicensed for 6-month periods instead of the usual 12. On 23rd January 2012 the Tube Lines liveried car was found parked outside Smallbills garage on Bollo Lane at Acton Town. Bollo House is in the background, but this car has been based at other JNP locations, including Stratford Market and Borough.

Photo 3840, by **Derek Everson**, added to LTSV on 05/02/2012.

6461V was one of the lesser-spotter Vauxhall Combo vans in the central fleet. A van bearing this number and registration LT08OAD was seen awaiting delivery from the Vauxhall West End dealership in summer 2008. However it entered service in September registered LN58YYH. It was presumably the same vehicle, although an earlier example (6373V) did see the number switched between different vans. Subsequent sightings of 6461V suggested that it 'lived' in south London, and it was also seen near Hainault Depot. Having gained London Underground livery and lettering it was withdrawn at the end of 2011 and sold through BCA. It was photographed at their Blackbushe auction centre on 9th December 2011. Illustrating the fairly random numbering of central fleet vehicles, 6461V sat between two LBSL red vehicles (Transit minibus 6460F and VW Caddy 6462VW).

Photo 3841, by **Derek Everson**, added to LTSV on 05/02/2012.

Ford Transit van 6513F was another example used by the Tube Lines Escalator Management Team and displaced by new deliveries towards the end of 2011. It was photographed at BCA Blackbushe on 18th January 2012.

Photo 3842, by **Ray Monk**, added to LTSV on 05/02/2012.

Hiding its face (!) at Rayners Lane Station on 28th January 2012 was Renault Kangoo 7165R. Apart from a slightly lower-mounted registration plate, this car is identical to Baker Street's 7132R (see photo 3790), although its allocation is not yet known.

Photo 3843, by **Ray Monk**, added to LTSV on 05/02/2012.

Latterly a familiar sight dumped in the lorry yard at Acton Works, Leyland National bus LS334 is seen in happier times, parked at Fulwell Garage during the open day on 24th July 1994. This vehicle was converted into a mobile information point and shop during 1993, to provide facilities during the temporary closure of the LT Museum in Covent Garden.

Photo 3844, by **Ray Monk**, added to LTSV on 05/02/2012.

Most of the surviving former Travel London service vehicles are operated in anonymous condition by Abellio. Typical is LDV Convoy minibus NX04BZW, photographed at Waterloo Station on 2nd February 2012. Allocated fleetnumber 8971 by Travel London, it had recently gained new number 6314, seen applied above the fuel filler.

Photo 3845, by **Derek Everson**, added to LTSV on 05/02/2012.

Rather unexpectedly, Metroline disposed of its three newest Mercedes-Benz Sprinter vans at the end of 2011. All three passed through British Car Auctions' Blackbushe site, including KR57FUP photographed on 18th January 2012. This was the only one of the three to never gain any company lettering. Replacement appears to have been with Renault Master vans, although only one has been reported to date.

Photo 3846, by **Derek Everson**, added to LTSV on 05/02/2012.

As well as Blackbushe, Derek visited Eastleigh (near Southampton) on 18th January 2012 and came across the unexpected sight of two London Underground carriages being moved into the railway works there. First up was Metropolitan line car 6226, seen on board Allelys BX06XZY. This DAF XF tractor was photographed at Acton on similar work in 2010 (see photo 3037). Having squeezed past several trucks on the narrow section of Campbell Road, it was seen preparing to make the tight turn onto the railway bridge. The guy at the back was operating the steering on the trailer. Providing some cross-over to my other website, the railway wagons visible in the background include HQA, JNA, MRA and ZCA ballast carriers.



Photo 3847, by **Derek Everson**, added to LTSV on 05/02/2012.

The Allelys crew have their hands full manoeuvring A62 trailer car 6226 on the approach road to Eastleigh Works on 18th January 2012. Comparison with an earlier photograph (ref 3037) shows that the DAF XF tractor unit is capable of being modified for fifth-wheel or drawbar operation. The removable structure above the wheels contains a winch and probably some ballast weights. Note that the air and electrical connectors on the carriage (neatly labelled A to E, ML and TL) appear to have been cut.



Photo 3848, by **Derek Everson**, added to LTSV on 05/02/2012.

Road access to Eastleigh Railway Works in Hampshire is by a bridge over the railway, with tight corners at each end. The second of two former Metropolitan Line carriages seen being brought in on 18th January 2012 was Driving Motor 5226, pulled by Allelys DAF XF tractor T300AHH. This interesting photo shows the operation of (and the need for) the steering on the trailer. 5226 was an inner end car, evidenced by not having a red cab front.

Comment by *richard* on 14/02/2012: I saw both vehicles on M27, I was on route to beaulieu to the james bond exhibition, did go to works the following day, Alleys seem to be trundling up the M1 past milton keynes regular as well



Photo 3849, by **Derek Everson**, added to LTSV on 05/02/2012.

There are lots of interesting aspects to this photograph taken at Eastleigh Works in Hampshire on 18th January 2012. Starting with the van, Ford Transit 6508F can normally be seen parked outside Acton Works. It was presumably visiting in connection with the storage here of several redundant LUL trains (the reasons for which are not currently known). Victoria Line 1967 stock driving motor 3078 is on the right, while Metropolitan Line A62 trailer 6226 is in the process of being unloaded (using the winch on the tractor unit and a fairly basic rail ramp) from an Allelys trailer in the background. Driving motor 5226 is also just visible in the top right. The green railway carriage is a coupling adaptor, used in pairs for movements of multiple units, and painted in Arlington Fleet Services livery. Finally, the diminutive green diesel shunter in the foreground is perhaps the most interesting. Built in Germany in 1957 it was given number 323 674-2 by Deutsche Bundesbahn in 1968. Allocated to Braunschweig in the 1980s, its subsequent history was detailed in the January 2012 issue of Rail Express magazine. It was bought by Balfour Beatty in 1990 and brought to the UK for use on Channel Tunnel construction work. A few years later it was taken to Hong Kong to work on a rail link to the new airport there. Brought back to the UK, the diesel hydraulic loco spent almost ten years out of use before being moved to Eastleigh for shunting duties in late 2011.

Comment by *Phillip Walton* on 05/02/2012: Interesting how the gauge profile of the locomotive almost matches that of the tube stock.

Comment by *Thomas Young* on 06/02/2012: The Köf series of locomotives were all built to a very low profile, apparently to allow them to be carried on flat wagons when they needed to be moved between locations.



Photo 3850, by **John Marshall**, added to LTSV on 19/02/2012.

Bedford CALV 1532B was the works ambulance at Chiswick from 1969 until the mid-1980s. It was photographed at the works on 4th December 1984 parked alongside Bedford CF van 2249B. Like similar 1492B (that was based at Aldenham), 1532B survives in preservation, still being licensed into 2012. However its whereabouts are not known. Van 2249B was apparently out of use, and left the works two weeks later (see photo 3851).



Photo 3851, by **John Marshall**, added to LTSV on 19/02/2012.

2249B was a Bedford CF230 van new in 1980. We don't yet have an exact disposal date for it, although it was last licensed in June 1985. However, on 18th December 1984 it was photographed about to leave Chiswick Works on the back of a low-loader trailer (either CT32 or CT39). The motive power was being provided by crane-fitted Ford Cargo prime mover 2373F.



Photo 3852, by **John Marshall**, added to LTSV on 19/02/2012.

One of the things I have learned in recent years is the importance of being able to trace the sources of your information. This photograph shows how I have failed to do this in the past. I have always listed 2411B as being a Bedford CF280 van registered B411WUC. However, as this photograph taken at Chiswick Works on 26th November 1984 shows, it was quite clearly a dropside truck registered A411SJD. I'm not sure where I got the van information from, but then things get a bit confusing. The 1985 and 1986 editions of the London Bus Handbook list 2411B as being a Bedford CF350L truck registered A411SJD. However, the 1987 and 1988 editions list it as B411WUC. The DVLA shows B411WUC as being on a grey Bedford (now exported), and has nothing for A411SJD. So it would appear that B411WUC was the correct reg, but that 2411B carried A411SJD for at least the first five months.

Comment by *rtwbus* on 20/02/2012: To amplify, 2411B was delivered with the wrong reg., as photographed, but was corrected as it entered service.



Photo 3853, by **John Marshall**, added to LTSV on 19/02/2012.

London Transport bought four Leyland Freighter recovery trucks in 1984, joining two bought in the previous two years. All four originally had Wreckers International twin boom lifting gear, although several were later modified with spectacle hoists. Although listed as being new in late October, this photograph was apparently taken (at Chiswick Works) on 22nd August 1984. 2416L was later allocated to Wood Green garage and passed to Cowie Leaside upon privatisation.

Comment by *rtwbus* on 20/02/2012: My August photo was taken soon after delivery (and before the reg. plate was fitted!)

Comment by *Kim Rennie* on 21/02/2012: Weren't they on trade plates to start with?

Comment by *Thomas Young* on 19/02/2014: Going through the LT archive documents produced some initially confusing results. The Variation Sheet for 01/11/1984 listed all four trucks as being taken into stock, but with a date in brackets that looked like 1.9.84. The same sheet shows 2418L going to Upton Park (unlicensed) on 01/11/1984, with 2415L and 2417L going to their garages (again unlicensed) on 05/11/1984. The Record of Vehicle Movements sheet for week ending 29/12/1984 also listed the four as being taken into stock, this time with a date of 29/10/1984! Since 2416L at least was at Chiswick by 22/08/1984, I am going to assume that they were delivered in August, formally taken into stock on 1st September, then fitted with trade plates and moved to their garages in early November. Unless something more turns up....



Photo 3854, by **John Marshall**, added to LTSV on 19/02/2012.

Another brand new Leyland Freighter recovery truck at Chiswick Works, this time 2417L on 6th November 1984. 2417L worked from Shepherd's Bush and Victoria garages, but was sold to BTS of Borehamwood in 1991.



Photo 3855, by **Kim Rennie**, added to LTSV on 19/02/2012.

The joint British Transport Police / Tube Lines Emergency Response Unit was launched at a press event at Canary Wharf on 9th February 2012. As mentioned, the purpose of the trial is to speed up incident response times by permitting the use of blue lights and two-tone sirens. The new lights are seen to effect on re-liveried Mercedes Atego 2593, while alongside is one of the two BTP Iveco units. The latter are likely to become more involved in ERU work in future.

Comment by *Kim Rennie* on 19/02/2012: The blue Iveco is in full ERU use (i.e. all the police equipment - whatever that was - has been removed and replaced by railway items, the other BTP LWB Iveco has also followed suit).



Photo 3856, by **Kim Rennie**, added to LTSV on 19/02/2012.

An excellent view of BTP reliveried Mercedes Atego rescue tender 2593 at Canary Wharf on 9th February 2012. With all the roller shutters open, the pull-out shelves are clearly visible. Alongside is a portable trolley that would be used to carry equipment along railway lines to the scene of an incident.



Photo 3857, by **Kim Rennie**, added to LTSV on 19/02/2012.

Also present at the ERU press event at Canary Wharf on 9th February 2012 was 'traditional' liveried Mercedes Atego 2597. As this view shows, the main benefit of the specialised design is to allow rapid access to any of the equipment carried.

Comment by *Kim Rennie* on 25/02/2012: I've been told thoughts are turning to the next generation of these vehicles, which would seem to imply a much shorter life than their Volvo or Mercedes predecessors.



Photo 3858, by **Ray Monk**, added to LTSV on 19/02/2012.

The last of the 2009 batch of LBSL VW Transporter vans to be illustrated on this site is mid-height 6829VW. Based at Stratford since new, it moved (along with the other infrastructure vans) to Stratford City Bus Station when that location opened in winter 2011. Redevelopment of the main bus station is ongoing at present, and it remains to be seen if the move will be permanent. It was photographed in the new bus station on 16th February 2012.



Photo 3859, by **Ray Monk**, added to LTSV on 19/02/2012.

London Buses Incident Response Unit vans 6603M to 6623M were new in February 2009 and March 2009, so became due for replacement in early 2012. The first two of the next batch were reported in mid-February, including 7303M photographed at Eltham Bus Station on the 17th. The Mercedes-Benz Sprinter van, first licensed a week earlier, appears to be identical to the earlier batches.



Photo 3860, by **Ray Monk**, added to LTSV on 19/02/2012.

Although Stratford Bus Station is now back in public use, redevelopment work is ongoing. The full complement of Incident Response Units has not been seen there for several months, although one or two are often present. On 16th February 2012 these included brand new 7304M, one of the fourth batch of similar vehicles to be delivered. If the rate of fleet renewal continues, these should be replaced by new vehicles numbered in the 80xx range in early 2015!



Photo 3861, by **John Marshall**, added to LTSV on 19/02/2012.

Here's one I didn't know about. Photographed at Lots Road power station in Chelsea on 19th January 1968, NUW458E was a Rapier crane. John mentioned that he learned of this vehicle and made a trip to Chelsea especially to see it. Having been first licensed in 1967, it was most likely bought new by London Transport.

Comment by *rtwbus* on 20/02/2012: yes it was bought new.



Photo 3862, by **Kim Rennie**, added to LTSV on 19/02/2012.

A very interesting vehicle found at the ERU/BTP press launch at Canary Wharf on 9th February 2012 was this Suzuki AN400 motorcycle. As can be seen, it carries Tube Lines and ERU lettering on its silver bodywork, along with some very neatly prepared reflective panels. The vehicle will reportedly be used to transport small urgent parts, such as signal relays. As far as I know, this is the first liveried motorcycle for the central fleet since the departure of the London Buses Honda ST1100s in January 2006.

Comment by *1260F* on 19/02/2012: I do hope that top-box has some kind of shock absorbing lining fitted if it is designed to carry glass enclosed relays. I can just imagine the result of a few speed humps taken too enthusiastically! Incidentally, this is not a new idea being first suggested over 10 years ago, but not approved by Distribution Services at that time.

Comment by *Kim Rennie* on 21/02/2012: The main storage area is actually below the rider's seat - which hinges upwards. Let's hope there's a rubber-cushioned shelf inside!



Photo 3863, by **Kim Rennie**, added to LTSV on 19/02/2012.

Another view of Emergency Response Unit Suzuki AN400 motorcycle LO61CCZ at Canary Wharf on 9th February 2012.



Photo 3864, by **John Marshall**, added to LTSV on 19/02/2012.

With John's help we are gradually filling in the gaps in terms of vehicles not previously shown on the website. This photograph taken at Chiswick Works on 4th December 1984 shows newly delivered Scottorn vehicle recovery trailer ST40 parked near the lorry yard. It was hitched to a Ford Transit minibus and both vehicles carried grey livery. The trailer was probably acquired to assist in the recovery of damaged or defective service vehicles, thus avoiding the need to do this! It was repainted to the new blue livery in the early 1990s and lasted until April 1995.

Photo 3865, by **Richard Davis**, added to LTSV on 19/02/2012.

Following the completion of the bendy-bus replacement programme in late 2011, the Mercedes Citaro articulated buses have been moved to various storage locations until new buyers can be found. Two former First London examples were seen being towed through Newport Pagnall on 19th December 2011, including this one behind Sovereign Recovery DAF GN58KTX.

Photo 3866, by **Richard Davis**, added to LTSV on 19/02/2012.

Another visit to Eastleigh in Hampshire now, this time on 19th January 2012 (the day after Derek's - see photo 3846). Richard found this Emergency Rail Rescue Vehicle at the depot, looking somewhat forlorn. Although the registration number is not visible, this is believed to be B155VRV, the first of 30 similar vehicles bought by BR in the 1980s. Based on Bedford TL chassis cabs, modified for road-rail use by Bruff, they were intended as light breakdown units. Able to travel to incidents by road (or off-road using their 4 wheel drive) or by rail (the rear rail wheels can be seen in the raised position), they carried jacks, cutting gear and other equipment to enable minor derailments to be dealt with. Most were replaced by larger Volvo road-rail lorries in the 1990s, although many found other uses. B155VRV spent its early years in East Anglia before moving to Eastleigh under EWS ownership.

Photo 3867, by **Richard Eversden**, added to LTSV on 19/02/2012.

Although nothing was turned up by an internet search on the registration number Q684PES, a bit of detective work led to the discovery that this vehicle survives in preservation, now registered JK5603. New to Western SMT in 1943, this AEC Matador recovery vehicle was working for Strathtay Scottish (formed in the 1985 reorganisation of the Scottish Bus Group) when photographed. Strathtay operated a number of former LT Routemasters, and the lorry appears to have acquired the radiator badge from one of them. Interestingly, the registration JK5603 originated on another bus company recovery vehicle. New as an AEC Regent bus number 93 in the Eastbourne fleet in 1936, it was damaged in the war and converted into a tow truck. It was preserved in the 1980s but later scrapped.

Photo 3868, by **Richard Eversden**, added to LTSV on 19/02/2012.

Although carrying a consecutive registration to Q684PES, Q685PES is a very different beast. Built in the 1980s, this Leyland Constructor recovery truck was used by Tayside Transport. It was parked at their garage with older DMO931K (a Leyland Retriever fitted with a LAD cab) behind.

Photo 3869, by **Dave Elison**, added to LTSV on 19/02/2012.

The Manchester Metrolink tram network opened in 1992 and, like several other schemes, combines on-street running in the city centre with the re-use of former railway lines elsewhere. Photographed at Shudehill tram stop in central Manchester on 28th January 2012, MA58DJF is a Ford Transit van operated in support of the network. Note the contoured paving in front of the van. This is to discourage (but not prevent) drivers and pedestrians from straying onto the reserved track area.

Photo 3870, by **Ray Monk**, added to LTSV on 22/02/2012.

Photographed today (22nd February 2012) at the MAN dealership on Stanwell Road was TGM18.250 lorry RJ61LTF. This is believed to be one of several on order for Tube Lines to replace the existing demountable lorries. As the photo shows, the new lorry is quite traditional in format, with a crew-cab, dropside body and tail-lift. It also appears to have a high-level rail between stanchions along the side. The livery at the time was unmarked white/blue, although there seems to be a grey stripe between the white and blue areas on the cab sides.

Comment by *Rob Morel* on 23/02/2012: Grey stripe is reflective in order to comply with 'ece104' regulations more here - http://solutions.3m.co.uk/wps/portal/3M/en_GB/TrafficSafety/Systems/-/VehicleSafety/Markings/ReflectiveTapes/ECE104Explained/ and high level rail is to comply with 'working at height' regulations for any staff working on the load bed.

Photo 3871, by **Ray Monk**, added to LTSV on 29/02/2012.

Ray does it again! The first 12 reg service vehicle to be featured is Volkswagen Caddy van RK12UGB, photographed at the VW dealership on Stanwell Road in Bedfont on 29th February 2012. There are in fact three dealerships on Stanwell Road, handling Volkswagen, Mercedes-Benz and MAN vehicles. Ray had expected to find some London Buses Incident Response Units at the Rygors premises (Mercedes dealers), but the other two locations were of more interest. A pair of unregistered VW Caddy vans in white/blue were noted last week, one of which may be the one shown here. Also present were a batch of 13 VW Transporter vans registered in the RE61xxx range. Being plain white, these are probably not destined to be SVs. As already seen, the MAN premises had the first of a new batch of trucks for Tube Lines, since joined by similar RJ61LTE. On today's visit, there were about half a dozen red Mercedes Sprinter vans in the Rygors yard. Plain red and unregistered, these may become IRUs.

Photo 3872, by **John Marshall**, added to LTSV on 03/03/2012.

AEC Mercury tower wagon 89Q was withdrawn in 1962 and next reported fully restored in the LT Museum in 1994. What happened to it in between these dates is not known, although this photo helps. Dated 12th August 1985, it shows 89Q (or at least parts of it) loaded onto trailer YT29 at Chiswick Works.



Photo 3873, by **John Marshall**, added to LTSV on 03/03/2012.

Another colour photo of Chiswick Work's Ransome Rapier crane 1292R, this time taken on 8th July 1985. Also visible are one or two RL-class garage sweepers on the right, a Ford Transit van (behind some strange sort of propping device?), a box truck, and a flat-bed lorry. The latter was evidently used as a driver trainer and was probably a former dropside lorry, but I have been unable to work out its identity.



Photo 3874, by **John Marshall**, added to LTSV on 03/03/2012.

Bedford CF220 van 2085B was new in March 1978 and used by the publicity department based at Stanmore. It was delicensed in November 1979 following fire damage. I don't have a record of what happened to it next, apart from a disposal date of May 1984. However, this photograph was taken at Aldenham Works on 4th June 1985. By the looks of it, the van may well have spent the previous 5 years there! Note the snowplough on the ground on the left. This could have been for fitting to sweeper BL1, like the one on Chiswick's BL2 (see photo 182). This reminds me that I still haven't published a photo of BL1....



Photo 3875, by **John Marshall**, added to LTSV on 03/03/2012.

Eleven Leyland Terrier lorries were bought in the late 1970s, presumably as alternatives to complete reliance on the Ford D series. All but one started out as box trucks, although several were later rebuilt. 2124L, photographed at Chiswick Works on 7th November 1985, was one of four (2124L to 2127L) to feature unpainted metal bodywork, although 2124L was the only one with a tail-lift. It was based at Parsons Green, with the rest of the batch allocated to the Food Production Centre in Croydon.



Photo 3876, by **John Marshall**, added to LTSV on 03/03/2012.

Here is a rare view of Bedford dropside lorry 2252B, taken at Chiswick Works on 7th November 1985. Bought in April 1980 along with artic 2251B (see photo 422), they joined just two other Bedford TKs in the central fleet (trainer 1866B (photo 2175) and tanker 2216B (photo 574)). However, there is some confusion over 2251B and 2252B, with their identities originally recorded transposed on the variation sheets. As can be seen, 2252B had the large bumpers and wider wheels and mudguards featured on the Bedford KG/KM models. I was going to suggest that 2252B was a KGA dropside lorry and 2251B was a TK1630 artic tractor. However, I thought the A in KGA stood for articulated. Also, tanker 2216B was quoted as a TK1630 but clearly has the KG/KM cab. So, um....

Oh, before I forget, this pair was also unusual for having dark grey livery and for having non-matching fleetnumber/registrations. Almost all vehicles bought at this time had matching plates, and these numbers would have looked better on 2300/2301. Ironically these two fleetnumbers were used on other Bedford lorries.



Photo 3877, by **John Marshall**, added to LTSV on 03/03/2012.

2358B was a Vauxhall Chevette estate car, new in June 1981 and the first of a batch of thirteen such vehicles. They carried a slightly darker than normal shade of red. When photographed at Chiswick Works on 19th December 1986 the car had no visible fleetnumbers. However, it did have an unusual advert for bus and coach hire applied to the door. Parked alongside is VLF977S, a Ford Transit bullion van with toughened glass windscreens. 2358B was sold shortly after this picture was taken.

Comment by *Kim Rennie* on 05/03/2012: Is the blue vehicle a bullion van? I think these were used to take staff wage-packets to depots etc.

Comment by *Thomas Young* on 06/03/2012: Hmm, I didn't think of that. However, a little digging found that VLF975-978S were new in Sept 1977 and allocated to the 'Chief Operating Manager (Railways)(Police)(Gp1)', seemingly to replace the YMM/H batch.

Comment by *Kim Rennie* on 06/03/2012: If you think about it, UK police vehicles didn't have toughened glass until sometime after the 1981 riots IIRC (initially there had fixed grilles bolted over the windscreens, later the hinged pull-down ones used on public order vans today). Even 'black marias', prison vans, etc had normal-looking glass. So I suggest this van was used for some form of cash-in-transit.

Comment by *Thomas Young* on 06/03/2012: You are right! This same allocation was shown against A981-983HLT, which certainly were bullion vans. In fact, the three Mercedes seem to have replaced Transits YMM595H and VLF975/976S, in March 1984. I have amended the caption.



Photo 3878, by **John Marshall**, added to LTSV on 03/03/2012.

2421D was one of three Dodge Commando refuse trucks bought in spring 1985, but it appears to have been the least photographed of the trio. It was only a month old when photographed in the lorry yard at Chiswick Works on 3rd April 1985, and was carrying the incorrect fleetnumber 2420D in a curious location. As already seen, 2419D (see photo 382) and the real 2420D (photo 524) had front and corner numbers applied. Two of the five Dodge S66 vans can be seen in the background.



Photo 3879, by **John Marshall**, added to LTSV on 03/03/2012.

The Morris Marina was never common as a service vehicle. Just five estate cars featured in the numbered fleet, between 1975 and 1986 (45 saloon cars were operated as private cars). Interestingly the five cars appear to have had only two users. 3019L (shown here) was the only Marina in the leased series, being received from Hertz on 16th July 1982. It was acquired to replace similar 2132M for the Chief Signal Engineer at Acton, the latter having seemingly replaced earlier 1894M. The Rolling Stock Engineer at Neasden had 1997M, replacing it with 2263M in 1980. Curiously, Morris was unable to supply vehicles in London Transport red. The five cars were listed as being variously maroon, crimson or tangerine. However, this photo of 'tangerine' 3019L suggests that the differences were minimal. The photo was taken on 13th April 1985 outside Hogarth Garage, a commercial premises on Cranbrook Road in Chiswick, where some smaller vehicles were serviced.

Comment by *Adam Floyd* on 09/03/2012: this one is a Morris Ital, not a Marina

Comment by *Thomas Young* on 21/03/2012: Well spotted Adam. The Ital was a (slight) restyling of the Marina. The plan had originally been to use the 'Marina Ital' name, and I adopted this so as to show the continuity of the design.

Photo 3880, by **John Marshall**, added to LTSV on 03/03/2012.

Ouch! This pair of rather sorry-looking Ford Escort vans was photographed at Chiswick Works on 25th April 1986. Nearest is 3031F which was crumpled pretty much all over. New in 1982, it never worked again. Although apparently not disposed of until December 1986, it was last licensed on 29th April. Newer 3125F behind seems to have been very unlucky, having been already illustrated at the same location with accident damage in December 1983 (see photo 3831). This appears also to have never worked again, last licensed in July it was also disposed of in December.

Photo 3881, by **John Marshall**, added to LTSV on 03/03/2012.

Ford Escort van 3189F was taken on lease on 19th June 1984 as a replacement for Bedford HA van 2237B, being allocated to the Chief Electrical Engineer's Tower Hill sub-station. However, it was evidently later transferred elsewhere. In this picture taken at Chiswick Works on 29th May 1986, it is carrying a very non-standard livery, with Selkent Travel advertising on the front and sides.

Photo 3882, by **Ray Monk**, added to LTSV on 03/03/2012.

Ford Focus estate cars 6746F and 6747F are both allocated to Tube Lines' Stratford Market Depot. The latter of the pair was found parked outside the sub-station near the entrance to Northfields Depot on 24th February 2012. Note the lack of wheeltrims.

Photo 3883, by **Ray Monk**, added to LTSV on 03/03/2012.

Rush hour on Bollo Lane! All heading in different directions, three service vehicles are seen at the entrance to Acton Works on 20th February 2012. Nearest is 6758, one of five Renault Master vans leased in 2009. All five wear non-standard all-white livery, complete with Tube Lines logos. Heading into the works is Mercedes Atego Emergency Response Unit tender 2592, latterly based at Camden. The Ford Transit van heading the other way is identifiable as being 6527F thanks to its unique lettering and body configuration (low roof on a medium wheelbase - note the longer gap between the panel join and the rear wheel arch). According to the Distribution Services brochure produced in 2009, this vehicle carries a generator, high-pressure jet washer, vacuum cleaner, upholstery cleaner, tyre compressor, 360 litre water storage tank, floodlights and various other equipment. It is also unusual for having cargo doors on both sides.

Photo 3884, by **London Spotter**, added to LTSV on 03/03/2012.

Ford Transit dropside truck 7135F was new in November 2011 as a replacement for similar 6371F. As such, it can often be found parked at Neasden Station, as here on 15th February 2012. Alongside is crew van 6974F.

Photo 3885, by **Thomas Young**, added to LTSV on 03/03/2012.

The car park next to the entrance of Acton Works is usually quite full on weekdays, as shown by this view taken from a District Line train on a gloomy 24th February 2012. Along with staff cars, a few service vehicles are usually present, including a handful of unmarked examples. The most visible here is Peugeot Partner Tepee estate car 7144P. The red-striped Fiat 500 parked alongside is certainly not a service vehicle, nor is the white M-registered Vauxhall Corsa van towards the right (despite carrying a light-bar). However, on the furthest row can be seen Vauxhall Combo van 6947V in LUL livery and Ford Focus hatchback VN08OXW in unmarked white/blue. The silver Renault Kangoo nearby is unmarked WR10ZZP. A view into the car park can be had from the bus stop on Bollo Lane, though the large advert hoardings and extensive foliage can be obstructive!

Photo 3886, by **Thomas Young**, added to LTSV on 03/03/2012.

Over the winter or 2011/2012, the van fleet of Tube Lines' lifts and escalators section was almost completely renewed. Most of the Ford Transit and Transit Connect vans were replaced by a variety of Peugeot Bipper, Renault Kangoo and Vauxhall Astra vans, although a handful of Transits were also received. This view of their main depot at Frank Pick House, Acton, was taken from a passing train on 24th February 2012. To the left is Renault Kangoo Maxi (note the stretched bodywork) 7181R, while Vauxhall Astra van 7194V is in front. The Transit behind is 7220F.

Photo 3887, by **Ray Monk**, added to LTSV on 03/03/2012.

Ford Transit van 7210F was new in February 2012 and allocated to the TfL Uniform Service (based at North Acton) as a replacement for similar 6190F. On 1st March 2012 it almost caught Ray by surprise when it popped out of Bollo House. I'm not sure why the Uniform Service changed from being an LUL branded operation (see photo 276) to a TfL one. Presumably the vast majority of its 'clients' are London Underground employees. The Transit Connect in the background is 6278F, rarely seen out in the daytime. Curiously it was photographed parked at the same location exactly two years earlier (see photo 2967).

Photo 3888, by **Ray Monk**, added to LTSV on 03/03/2012.

Ford Transit Mk7 crew van 7220F is used by the Tube Lines lifts and escalators section and is normally parked at Frank Pick House during the day. On 20th February 2012 it was caught at the nearby entrance to Acton Works.

Photo 3889, by **Kevin Bullions**, added to LTSV on 03/03/2012.

As far as we know, no Ford Focus cars have been added to the leased fleet in the past year. In their place have come several batches of Peugeot Partner Tepee estate cars. Many are based at Lillie Bridge, including 7227P photographed in the depot on 23rd February 2012. As usual with this location, the vehicles in the background are of interest. Behind the car is unique VW Crafter van 6558VW, while beyond that is one of the very few (perhaps only 3) vehicles to still wear Metronet logos. Also visible are one of the three Renault Master trucks (6644 to 6646), a Ford Transit crew van, dropside 7110F and one of the Smart cars.

Photo 3890, by **Ray Monk**, added to LTSV on 03/03/2012.

Photographed against the sun outside Acton Town Station on 1st March 2012, this van had come out of Museum Way. This suggests that 7273F (and 7272F seen in the same place a few days earlier) is a replacement for the set of four Transits allocated to the Depot Engineering Support Unit at Hearne House. This is supported by the sighting of 7273F at Neasden Depot (which is undergoing considerable reconstruction) a few days earlier. The previous two sets of vans (5820-5823F and 6544-6547F) wore silver livery but 7273F has standard LUL livery.

Photo 3891, by **Thomas Young**, added to LTSV on 03/03/2012.

The latest batch of Incident Response Unit vans for London Buses are indistinguishable from the earlier ones. 7302M was photographed on the ramp at Victoria Coach Station on 25th February 2012.



Photo 3892, by **London Spotter**, added to LTSV on 03/03/2012.

Turnpike Lane received one of the fourth generation of IRUs in February 2012, 7306M being photographed on the 20th. It was parked alongside Ford/Ashwoods Transit hybrid 6985F, which appears to have settled here after some earlier travels. Note the white labels on the side door of the Transit. These read 'Mind Your Head', no doubt due to the sill height being somewhat lower than on the more common Mercedes vans.



Photo 3893, by **Thomas Young**, added to LTSV on 03/03/2012.

Photographed in the car park at the north end of Acton Works on 25th February 2012 (with a long zoom, through a dirty window of a moving train, against the sun!) was Mitsubishi L200 pick-up 7318. This vehicle is unusual in several respects. It is the only Mitsubishi to have featured in the leased fleet, it wears a non-standard all-white livery, and it had a very high fleetnumber for its age. It has a crew cab and a flat cover over the load space. The lack of a suffix letter is also unusual. Since the rebranding of vehicles in London Underground livery, several new suffixes have been introduced (C, N, S and SM). M is already in use for Mercedes, while the MAN lorries in the Tube Lines fleet are unsuffixed. MI would have been easily confused with M1, but perhaps MT could have been used. It does make me wonder what is the purpose of continuing with the suffix letters at all.

Comment by *Phillip Walton* on 11/03/2012: The suffix letters were for when vehicle maintenance was done 'in house'. As much if not all maintenance is now dealer based they are no longer required.

Comment by *Phillip Walton* on 16/06/2012: I spotted this vehicle in Basildon yesterday (15/06/2012). What it was doing in Basildon I have no idea.



Photo 3894, by **Thomas Young**, added to LTSV on 03/03/2012.

Apart from communications truck 2488M (and various trailers and cranes), the oldest active vehicle in the central fleet is Land Rover Defender N435CMF. New in 1996 as a British Transport Police vehicle, it has been with Tube Lines since at least 2004. It is based at Acton Works and is only rarely seen on the road. On 24th February 2012 it was found parked outside Smallbills Garage on Bollo Lane. Since last illustrated, the Tube Lines logos have been removed. The winch on the front bumper was fitted from new.



Photo 3895, by **Ray Monk**, added to LTSV on 03/03/2012.

A second new MAN TGM dropside lorry had joined RJ61LTF at the Stanwell Road MAN dealership by 23rd February 2012. RJ61LTE was photographed on the 29th, and was still there, unlicensed, a week later, suggesting that the 61 registrations may be voided and replaced with 12 ones. This view shows the bodywork more clearly, and also the silver reflective stripe on the lower cab sides.



Photo 3896, by **Thomas Young**, added to LTSV on 03/03/2012.

This is the best shot I could manage of a new lorry that was seen in the yard at Acton Works on 24th February 2012. WP61ZXE is a Mercedes-Benz Actros 2-axle articulated tractor unit. Some new tractors have been expected for some time, to replace the remaining 1998 Actros units, and perhaps also the 2002 Ategos. Note the long wheelbase, the skirted sides, and the 'eye-brows' above the windscreen. A rather more dramatic restyling of the Actros is due to be launched later this year.



Photo 3897, by **John Marshall**, added to LTSV on 03/03/2012.

TT41 is a bit of a mystery. It was a Tasker drawbar platform trailer acquired in 1984 and sold by 1987. Photographed in the yard at Chiswick Works on 3rd March 1986, it already looks out of use. Although listed as being grey, there appears to be green paint on the front section. There is also no floor. Why this trailer was acquired, what it ever carried, and what pulled it are all unknowns. Ford Escort van 3314F is on the left and tanker trailer BT30 on the right.



Photo 3898, by **Ray Monk**, added to LTSV on 03/03/2012.

The following three photographs all show plain white vans at Hatton Cross Bus Station. First up is this view taken on 22nd February 2012. The Mk6 Ford Transit crew van on the left is anonymous but believed to be an Abellio vehicle. It has possibly replaced Mercedes Sprinter T573FFC (which was very often seen parked here) as a crew ferry and rest room. Alongside is Vauxhall Combo DU07NNO.

Photo 3899, by **Ray Monk**, added to LTSV on 03/03/2012.

Another anonymous Ford Transit crew van photographed at Hatton Cross, this time on 24th February 2012. HV07KMY is a Mk7 Transit (although badged as a 'ransi' on the offside!) with high-roof bodywork and most likely operated by Abellio.

Photo 3900, by **Ray Monk**, added to LTSV on 03/03/2012.

London United's Hounslow Heath garage has used ageing Ford Fiesta vans as crew ferries for several years. Perhaps a sign of changes is this view taken at Hatton Cross Bus Station on 24th February 2012. Both vans are anonymous but new Transit Connect HN61FCE has the HH garage code in its windscreen. Vauxhall Combo FL58YVY is also unmarked but thought to be HH based as well. It seems that the new owners of London United do not think it necessary to apply company lettering to their support vehicles. A couple of unmarked white Ford Transit vans have also been seen at Shepherds Bush Garage, but have not been added to the database until confirmation can be obtained.

Photo 3901, by **Richard Eversden**, added to LTSV on 03/03/2012.

Richard Eversden has submitted some nice provincial photos recently, unfortunately without dates or locations. This yellow Leopard (no spots) was a former coach converted into a towing vehicle by Midland Red. The logos appear to be the ones used by Midland Red South after the company split in 1986 but before it was acquired by Stagecoach.

Photo 3902, by **John Marshall**, added to LTSV on 08/04/2012.

An interesting photograph taken at Chiswick Works on 14th October 1987. The main subject is 2462L, one of four red Freight Rover Sherpa minibuses bought earlier in the year. It is not clear whether any lettering was carried. Also visible are a pair of Ford Transit Mk2 minibuses in non-standard colours. However, these were also service vehicles, WWK613X on the left being allocated number 2458F. The yellow minibus on the right is most likely 2459F (A289SHV). These two were unusual for being purchased second-hand, and both later passed to Bus Engineering Ltd.

Comment by *rtwbus* on 10/04/2012: The staff minibuses were quite anonymous.

Photo 3903, by **Ivor Norman**, added to LTSV on 08/04/2012.

This Volkswagen Caddy van, not carrying its allocated fleetnumber of 6409VW, has had a rather nomadic existence. New in late 2007, it was based at Orpington by mid-2008, moving across London to Wembley Park at the end of that year. When that base closed it was transferred to Uxbridge Station, but by the end of 2011 it had crossed London again to the new Stratford City Bus Station. It was photographed at its new (and most likely final) home on 6th March 2012. Note that the original light-bar (mounted on the roof bar that is still in situ) was replaced by a low-profile one in late 2008, and the lettering was later changed from 'Infrastructure Development' to 'Bus Infrastructure'.

Photo 3904, by **Derek Everson**, added to LTSV on 08/04/2012.

Vauxhall Astra van LT57OUE was number 6424V in the Tube Lines fleet from October 2007, working mainly from Acton. However, it was not photographed until 14th February 2012, by which time it was at the British Car Auctions base at Blackbushe awaiting sale. BCA seems to handle a large proportion of vehicle sales from the central fleet.

Photo 3905, by **Colin Lloyd**, added to LTSV on 08/04/2012.

6475F was one of a trio of Ford Transit Connect vans (6474F-6476F) leased for Tube Lines in June 2008, and often to be seen in Acton, either at Bollo House or at the Operations Centre on Museum Way. It was photographed at Trafalgar Square on 27th February 2012. Replacements in the form of Renault Kangoo Maxi vans 7347R-7349R arrived the following month.

Photo 3906, by **Thomas Young**, added to LTSV on 08/04/2012.

Delivery of the fourth generation of Incident Response Unit vans for London Buses was spread across February to May 2012, with a batch of four or five arriving every three weeks. 7297M was licensed on 23rd March, and was photographed on 6th April parked outside Sycamore House in Thornton Heath. It was keeping company with earlier 7006M and Ford Transit Ashwoods Hybrid 6985F. The latter van has been moving around a bit, presumably for trials. Initially at Kingston it then went to Uxbridge, Stratford and Turnpike Lane. Curiously, the other Ashwoods van (6986F) started out at Sycamore House before moving to Iltham and Aldgate.

Photo 3907, by **Ray Monk**, added to LTSV on 08/04/2012.

Four Mercedes-Benz Sprinter vans for London Buses were first licensed on 2nd March 2012, with two of them being photographed still at the Rygor premises in Bedfont on 5th March. To the fore is 7298M, allocated to Turnpike Lane a few days later. 7301M behind was sent to Uxbridge.

Photo 3908, by **Thomas Young**, added to LTSV on 08/04/2012.

At present this is the highest numbered vehicle in the leased fleet (that we know of). 7349R is a Renault Kangoo Maxi van delivered in late March 2012. It was photographed parked at Bollo House on 6th April. The presence of similar 7347R at the nearby Operations Centre suggests that three vans have been leased to replace Transit Connects 6474F-6476F.

Photo 3909, by **Derek Everson**, added to LTSV on 08/04/2012.

The two MAN TGM lorries entered service in March 2012 carrying new '12 registrations, although as of early April they had yet to gain company logos. RV12OET was still at the Stanwell Road dealership on 6th March 2012, this rear view showing the details of the tail-lift. The lift appears to have a fold-over platform, while the height of the runners suggests a large range of loading heights.

Photo 3910, by **John Hillman**, added to LTSV on 08/04/2012.

Ariva the Shires has followed its Southern Counties counterpart in becoming a keen user of former London taxis as crew ferry vehicles. CF25 (R146NGT), photographed at Hemel Hempstead Bus Station on 22nd March 2012, is rather interesting. It is the first example of the London Taxicabs International (LTI) TX1 model to be reported as a service vehicle. This design supplanted the long-lived FX4 in 1997. CF25 is reported to have been acquired for Southern Counties at Dartford, but soon moved to the Shires, perhaps before entering service. The number CF25 follows on from recent ASC taxis, while the Shires has since used numbers from CF73 upwards. Finally the colour scheme with yellow bonnet, boot and upper parts is rather distinctive.

Photo 3911, by **Ray Monk**, added to LTSV on 08/04/2012.

Metrobus acquired some new Mercedes-Benz Vito minibuses in March 2012 (seven have been reported so far), to replace similar vehicles at their Croydon base. Photographed at Addington Interchange on 21st March were 8045 (BV12PXM) and 8047 (BV12PXO). Comparison with photos of the earlier vehicles (such as 8023 - see photo 1726) show that the frontal design has changed slightly (revised headlights and more black trim), while the new vehicles also have the Metrobus logo on the offside.

Photo 3912, by **Ray Monk**, added to LTSV on 08/04/2012.

Arriva the Shires acquired a fleet of eleven Citroen Berlingo vans in March 2012, all for use as crew ferry vehicles from Garston garage. As such they should become a familiar sight at London locations such as Edgware and Golders Green. Photographed at the former on 5th April 2012 were V215 (LG12YRN), V214 (LG12YRA) and V208 (LG12YRE). From this aspect, the only identifying factors are the Arriva markings on the bonnets. The new vans should have replaced all of the mixed fleet of cars and vans operating from Garston. Although fitted with an extra pair of seats (with sliding access doors on each side), no windows are provided for the back-seat occupants.

Photo 3913, by **Thomas Young**, added to LTSV on 08/04/2012.

The new Arriva the Shires Citroen Berlingo vans are slightly more distinctive from the rear. The fleetnumbers (in the new prefixed series seemingly borrowed from Arriva Southern Counties) are carried on the offside and rear, while there are half-height chevrons on the back, using yellow and black rather than the more common yellow and red. V208 was photographed leaving Edgware Bus Station on 5th April 2012, passing resident Incident Response Unit van 7001M.

Photo 3914, by **John Marshall**, added to LTSV on 11/04/2012.

Another interesting photograph from John Marshall's collection. The subject this time is 2138F, a Ford A0609 van new in May 1979. Contemporary London Bus Handbooks listed this vehicle as being a 4 ton railway breakdown tender with crew-cab and tail lift (ie the same as 2135F to 2137F). However, as this photo shows, 2138F was in fact a normal parcels van bodied A0609, rather like 2087F (see photo 3415). It was allocated to the Permanent Way Engineer at Lillie Bridge for use as an emergency vehicle and, according to Kim Rennie's service vehicle book, had extra seats in the rear. It was photographed at Chiswick Works on 9th April 1987, near the end of its life. The livery looks a rather darker than normal shade of red, while there may still be a London Transport gold fleetname on the door. The van was delicensed two months later and was presumably sold for scrap.

Comment by *rtwbus* on 13/04/2012: yes, 2138F was a non-standard shade.

Photo 3915, by **Colin Lloyd**, added to LTSV on 11/04/2012.

This may be the last remaining Honda Civic in London Buses use. Sixteen such cars were leased in Summer 2007, fifteen carrying this Maroon with orange squares livery and the sixteenth in unmarked dark blue. Most were withdrawn in late 2011, although one or two briefly saw some further use with LUL at Acton. 6310H spent its first four years based at Eltham Bus Station but was then transferred north in early 2012. It was photographed passing through Ponders End on 25th February 2012, suggesting that it was then based at Waltham Cross. Similar 6305H may still be in stock but has not been reported since September 2011.

Photo 3916, by **Adam Floyd**, added to LTSV on 11/04/2012.

New contributor Adam Floyd sent in this interesting photo of former 6658V parked at the University of Buckingham on 14th March 2012. The blue skirt gives away its service vehicle parentage, and it has had lettering applied for the University's security department. This used to be the only way we found out about vehicle disposals; when they were seen or photographed with a subsequent user. Now however we have the licensing dates on the DVLA website (the dates often change when vehicles change hands) and also the lists of vehicles for sale on the British Car Auctions website. Although a large proportion of former leased service vehicles do seem to go through BCA, 6658V was not one of them.

Comment by *Adam Floyd* on 12/06/2014: Still in use by the Security dept, I see it almost every day.

Photo 3917, by **Derek Everson**, added to LTSV on 11/04/2012.

A colourful pair of vans photographed at Aldgate Bus Station on 13th March 2012. Mercedes-Benz Sprinter 7010M on the left is an Incident Response Unit van that started out working from Victoria. Ford Transit 7160F on the right is one of the four Smiths electric van conversions operated by Bus Infrastructure. Note that 7160F is plugged in to the electric supply.

Photo 3918, by **Derek Everson**, added to LTSV on 11/04/2012.

Following a batch of seven Smart fortwo cars delivered to London Underground in May 2011, at least two more have joined the fleet. 7164SM was photographed passing Chiswick Park Station on 9th February 2012.

Photo 3919, by **Derek Everson**, added to LTSV on 11/04/2012.

The Tube Lines Lifts and Escalators fleet has been renewed recently, additions including ten Peugeot Bipper vans numbered 7166P to 7175P and ten Renault Kangoo Maxi vans numbered 7176R to 7185R. Several of the latter can usually be found parked at Frank Pick House in Acton, as was the case when 7176R was photographed there on 22nd March 2012. Note the escalator steps on the pallet in the background.

Photo 3920, by **Ray Monk**, added to LTSV on 11/04/2012.

Photographed coming down Bollo Lane towards Acton Works on a sunny 23rd March 2012, this Ford Transit van is very slightly unusual. Numbered 7320F and delivered less than a fortnight earlier, the position of the gutter rail shows that this is a short wheelbase mid-height Ford Transit. Only two other vans of this configuration are known to have featured in the numbered fleet in recent years (5916F and 6437F). This picture also shows a recent change to the Ford Transit design, whereby the mesh behind the radiator grille is finished in silver instead of black, making it much more visible.

Photo 3921, by **Alan B Cross**, added to LTSV on 11/04/2012.

I promised to publish a photo of this vehicle ages ago, and today I remembered. BL1 was an un-registered left-hand drive Bedford Lacre sweeper new in about 1955. As can be seen, it was based on a Bedford truck chassis/cab of the time. BL1 was allocated to Aldenham Works, where it was photographed in August 1967. It differed from Chiswick Work's BL2 (see photo 182) in having a canvas tilt cover to the waste hopper, rather than a curved metal cover. BL1 is reported to have lasted until about 1985, possibly being disposed of as Aldenham Works was wound down. Interestingly I recently found my spotting notes from the Aldenham open day held in 1983. My scrawls did include a sighting of BL1, but I am not sure if that was this vehicle or the Bristol LH bus BL1!

Photo 3922, by **Richard Eversden**, added to LTSV on 11/04/2012.

Details of service vehicles operated by tendered bus operators in the 1980s and 1990s are rather sketchy. Here is one vehicle I didn't know about until Richard sent in the photo. Seen at Finsbury Park (Wells Terrace), B118OHN was a Ford Transit Mk2 minibus in the Grey Green fleet. It carried a curious livery with a green bonnet, orange roof and one green wheel. Although featuring a minibus bodyshell, no additional seats are visible inside. The picture must have been taken in the early 1990s. A Grey Green bus on route 210 is visible in the background (route taken over in September 1990), while the minibus carries a phone number with an 081 prefix (introduced in May 1990).

Photo 3923, by **John Hillman**, added to LTSV on 11/04/2012.

The small fleetnumber (CF77) on the offside is the only clue to this being a service vehicle. Photographed at Hemel Hempstead Bus Station on 22nd March 2012, S875FGU is a LTI TX1 taxi, acquired by Arriva the Shires around the beginning of the year. Only the second TX1 reported as a service vehicle, it is of course used as a crew ferry.

Photo 3924, by **Graham Smith**, added to LTSV on 11/04/2012.

The biggest surprise of the London bus scene in 2012 (so far) has to be the sale of First London's Northumberland Park Garage to the Go-Ahead Group. The transfer involved 15 TfL routes and 130 buses, now operated under an extended London General license. One vehicle that was not transferred was Volkswagen Transporter van YT56AWX, photographed at Edmonton Green Bus Station on 10th November 2010. This van was sold through British Car Auctions in March 2012. The only other service vehicle we have as being allocated to Northumberland Park is Vauxhall Combo van EX03MHA, believed to be out of use.

Photo 3925, by **Ray Monk**, added to LTSV on 11/04/2012.

London United started receiving a new fleet of crew ferry vehicles in spring 2012. Caught making the turn into Hatton Cross Bus Station on Easter Sunday (8th April) was Ford Fiesta van EO12UGE. Note the application of fleetnumber FF1 as well as the RATP logo below the fleetnames. About a dozen similar vehicles were seen in the car park at Stamford Brook Garage, presumably awaiting entry to service. It seems likely that these will replace the motley collection of old Ford vans at Hounslow Heath Garage, and perhaps also the newer cars inherited from NSL at Twickenham and Park Royal.

Photo 3926, by **Ray Monk**, added to LTSV on 13/04/2012.

6965F is a rarely reported Ford Tourneo Connect new in autumn 2010. Being based at Hainault depot it was possibly acquired to replace similar but dark blue 6272F (see photo 2439). It was photographed leaving the depot on 29th March 2012. At present Tourneo Connects are classified as minibuses on this website. Given their small size, I am considering changing them to estate cars.

Photo 3927, by **Thomas Young**, added to LTSV on 13/04/2012.

Lillie Bridge Depot received a large quantity of new vehicles in the latter half of 2011, including nine Ford Transit dropside trucks numbered 7104F to 7112F. More of the type were delivered in spring 2012, including 7245F photographed at the depot on 6th April. The change to silver radiator mesh is apparent in this view.

Photo 3928, by **Thomas Young**, added to LTSV on 13/04/2012.

The latest Incident Response Unit vans for London Buses are being delivered in batches of four in reverse numerical order, with 7290M to 7293M due on the road this week. One of four licensed on 2nd March 2012, 7301M was allocated to Uxbridge Bus Station. It was photographed there on 5th April, parked in front of Infrastructure's electric Ford Transit 7161F. The latter is usually kept here since it is plugged in to an electricity supply mounted on the adjacent column.

Photo 3929, by **Richard Eversden**, added to LTSV on 13/04/2012.

Another Grey Green picture from Richard Eversden, this one taken at Southgate Station in 1990. Ford Transit van E415ATN carries the coach livery of white with orange and green stripes turning into flags towards the rear. First licensed in 1987, it was probably with Grey Green from new, although it later passed to Arriva London and was withdrawn in about 2001. The van was photographed attending to bus 497, one of twelve Northern Counties-bodied Daimler Fleetlines acquired from Greater Manchester PTE in 1987. The Grey Green bus livery at the time was white with orange lower parts and brown uppers, i.e. no grey and no green!

Photo 3930, by **Ray Monk**, added to LTSV on 13/04/2012.

An unexpected sight in spring 2012 was that of Abellio's two remaining Ford Courier Kombi vans at Hatton Cross, suggesting that they had transferred from Byfleet to Fulwell. Acquired in 2008 (along with two others, since withdrawn), the vans have always worked in anonymous silver livery. Y374SBP was photographed on 27th March 2012, parked alongside a Peugeot Car (with a Buses roundel in the windscreen). Passing in the background is one of the curious lorries used to load catering trolleys onto aircraft. These have the cab mounted lower and further forward than normal, with a loading gantry above.

Photo 3931, by **Ray Monk**, added to LTSV on 13/04/2012.

Photographed at an unknown location (!) on 6th April 2012, YR56NEF is a Ford Transit crew van recently acquired by Abellio and given fleetnumber 6743. It was being used as crew ferry vehicle and was passing elderly Dennis Dart bus 8008, blinded for route P13 and notable for still carrying the slogan 'Low floor easy access for everyone'.

Photo 3932, by **Derek Everson**, added to LTSV on 13/04/2012.

Vauxhall Corsa van GV57KJZ started life as a crew ferry van at Blue Triangle's Rainham depot, in anonymous red livery save for a small fleetnumber 4 on the sides (see photo 2808). By spring 2011 it had gained a light-bar and been transferred within the Go-Ahead group to London Central's Bexleyheath garage. It later gained London Central logos, yellow/blue side stripes and chevrons on the back, although still carrying the number 4. It was photographed on 16th February 2012 parked in the London General garage at Merton. Note the war memorial on the wall alongside, and the garage map further back. The latter shows how the narrow entrance area (marked in yellow and visible from the road) disguises the huge size of the garage.

Photo 3933, by **Ray Monk**, added to LTSV on 13/04/2012.

Identifying bus company service vehicles is not always easy. Metroline is one of a few companies that applies clear markings to its vans (although its minibuses and cars are usually anonymous). Vauxhall Astra van KY08MXH, photographed at Edgware Bus Station on 13th March 2012, even has an allocation code, showing that it is based at the garage here.

Photo 3934, by **Derek Everson**, added to LTSV on 13/04/2012.

Plough Lane Garage's three Renault Kangoo Maxi crew vans were photographed lined-up at home on 16th February 2012. Delivered the previous October to replace the last of the former East Thames Buses crew ferry minibuses, the trio remained in anonymous (and dirty) red livery.

Photo 3935, by **Kim Rennie**, added to LTSV on 13/04/2012.

Tramlink Ford Ranger pick-up EY57OXH was illustrated recently (see photo 3813), but this view shows more clearly the lettering that is applied. It seems we now have IRVs as well as IRUs and ERUs! When I passed the depot recently, anonymous central fleet Ford Transit van 6834F was parked in this spot.

Photo 3936, by **Malcolm Conway**, added to LTSV on 13/04/2012.

The last two pictures today show a recent addition to the Barclays/TfL cycle hire support fleet. Photographed at St Pauls on 24th March 2012, BN12AEY is a Ford Transit box van with some unusual features. The box body has tree deflectors at the top corners, and huge logos on the sides. Most strange however is the sloped rear, seen more clearly in the next picture. Note that unlike previous vehicles with this operation, no fleetnumbers were apparent.

Photo 3937, by **Malcolm Conway**, added to LTSV on 13/04/2012.

Barclays/TfL Cycle Hire Ford Transit BN12AEY was photographed at St Pauls on 24th March 2012. The rear of the box body has a curious negative rake, while a very large folding ramp is provided to ease the loading and unloading of bicycles. This may form the rear of the body when closed, but note that there also appears to be a tail-gate, folded down beneath the ramp. Inside the body are brackets to hold the bicycles in place.

Photo 3938, by **Derek Everson**, added to LTSV on 20/04/2012.

As well as sending me loads of recent photographs, Derek has been busy having some photos he took in the 1980s scanned. He very kindly sent a bundle over last week, the first of which is shown here. Many more will feature in the next few updates. Seen in the stretch between the two level crossings on Bollo Lane on 17th June 1983 was AEC Mercury dropside lorry 1841Q. One of a pair bought in 1973/1974 (curiously they were delivered five months apart), their main use was in ferrying bus engines to Chiswick Works. The pair stood out from the much more numerous Ford D lorries in the fleet, and were based at Stockwell (1840Q) and Walthamstow (1841Q) garages. Both lasted for around 10 years, with 1841Q later used a towing lorry by Blue Triangle (see photo 318). Leyland Lynx artic 1995L (see photo 196) was the only other service vehicle to carry the 'Ergomatic' cab design, though the four-squared style was briefly fashionable, also featuring on the Bedford TM and Ford Transcontinental models. One of the latter is visible in the background.

Photo 3939, by **Derek Everson**, added to LTSV on 20/04/2012.

6445F was a somewhat non-standard Ford Transit van, having a high-roof on a medium wheelbase chassis. This configuration was common on LBSL vehicles but has only featured on two vans new to underground-related roles (6082F being the other - see photo 1957). It is also curious for having 'disappeared', or at least not been reported, for all of 2011. Thought to be based at Northfields depot, it broke cover on 6th March 2012 when Derek found it at Smallbills Garage on Bollo Lane, Acton. Minus both rear wheels, it was evidently undergoing fairly heavy repairs. Note that since last being shown, the van has had its roof-rack removed.

Photo 3940, by **Ray Monk**, added to LTSV on 20/04/2012.

Central fleetnumbers 6627 to 6646 were assigned to a variety of Renault and Peugeot vehicles in unmarked liveries. Some of these seem to be 'pool' vehicles, being reallocated between operators as required. However, some others have stayed put. 6643 is a Renault Traffic crew van allocated to Tube Lines at Bollo House, Acton from new. It can normally be seen briefly from passing trains, parked in the gap between the two buildings. However, on 17th April 2012 it had made the lengthy journey to Smallbills Garage (all of 20 yards away) for servicing.

Photo 3941, by **Ray Monk**, added to LTSV on 20/04/2012.

Apart from the 'pool' vehicles (such as 6643), transfers of service vehicles between Tube Lines and LUL (or Metronet as was) have been rare. A recent exception was Vauxhall Combo 6763V, new in 2009 for Tube Lines. In late 2011 it was reallocated from Stratford Market to Hainault and had its livery modified to suit. On 21st March 2012 it was parked far from either operator's territory, in Addington.

Photo 3942, by **Derek Everson**, added to LTSV on 20/04/2012.

The London Underground Lifts and Escalators division based at Griffith House has a large quantity of vans at its disposal. In recent years there have been several batches of Ford Transit low-roof crew vans allocated. Vans 7020F to 7030F were delivered in spring 2011, replacing 6413F to 6423F. Although not kept at Griffith House, they can regularly be seen there in the late evenings. On 23rd February 2012 7028F was found parked on Grove Park Road in Chiswick.

Photo 3943, by **Ray Monk**, added to LTSV on 20/04/2012.

7271F to 7274F are a quartet of Ford Transit vans delivered in early 2012 and based at Hearne House in Acton. They have most likely displaced 6544F to 6547F, a batch of silver Ford Transit vans used by the Depot Engineering Support Unit. It is notable that non-standard liveries (such as silver) are becoming rarer with replacement vehicles arriving in standard white/blue/red. 7271F was photographed coming down Bollo Lane on 23rd March 2012.

Photo 3944, by **Ray Monk**, added to LTSV on 20/04/2012.

As expected, another quartet of Incident Response Unit vans (numbered 7290M to 7293M) arrived in mid-April 2012. Licensed on Friday 13th, they were at the Rygor dealership in Bedfont over the weekend, moving to Acton by the following Tuesday. By Thursday (19th) some at least were in use, with 7292M being photographed at Eltham Bus Station. Parked behind is 7012M from the previous batch. Having spent most of its first year based at Sycamore House (Thornton Heath), this example was transferred to Eltham in early 2012.

Photo 3945, by **Ray Monk**, added to LTSV on 20/04/2012.

A third new MAN truck was seen at the Stanwell Road dealership in mid-April 2012. Registered RV12OFK, it was rather different to the earlier pair. This photograph taken on the 19th shows a three-axle dropside configuration (no crew-cab or tail-lift), with a large crane mounted behind the cab. It is therefore rather similar to Iveco Stralis LK08BHX (see photo 2451).

Photo 3946, by **Ray Monk**, added to LTSV on 20/04/2012.

Following the delivery of some newer examples (see photo 3911), several of the Metrobus Mercedes-Benz Vito minibuses have been transferred elsewhere within the Go-Ahead group. RE56OUL (latterly Metrobus 8019) is one of three to have swapped the desolate industrial environment of Beddington Lane for the desolate industrial environment of Rainham! Their arrival was no doubt prompted by Blue Triangle's take up of the route 20 and 462 contracts in March, neither route going anywhere near Rainham. The now unmarked minibus was photographed leaving the garage on 2nd April 2012.

Photo 3947, by **Ray Monk**, added to LTSV on 20/04/2012.

Several newish Arriva London Vauxhall Corsa cars have been on the move recently, and further transfers are likely to have resulted from the closure of Edmonton Garage in March 2012. Number 95 (FG11YBJ) was new to Lea Valley Garage but moved south to Beddington Farm in late 2011. It was photographed at Addington Interchange on 21st March 2012, suggesting that it had transferred again to South Croydon Garage (which works route T31). Similar 96 (FG11XPY) parked behind has made the same moves.

Photo 3948, by **Ray Monk**, added to LTSV on 20/04/2012.

London United's large batch of Ford Fiesta vans continued to enter service through April 2012. Photographed at Hatton Cross Station on 19th April, EO12UFP carried fleetnumber FF5 and was working from Hounslow Heath Garage. The buses are an Abellio Caetano-bodied Dart on route H25 and a Metroline Enviro 200, presumably doing an odd working on route 90.

Photo 3949, by **Malcolm Conway**, added to LTSV on 20/04/2012.

Along with Derek Everson and John Marshall, Malcolm has also been sending in some 'vintage' photos. This Ford D recovery truck was photographed at the Metrobus garage in Orpington sometime in the late 1980s. I'm not sure if it was actually a Metrobus vehicle though. It appears to have been delivering (or collecting) the DMS parked behind. Notably this carries the livery of Davies of Rye. Davies bought DMS702 and DM1725 in the early 1980s, but the identity of the one shown here is not known. It had possibly been acquired by Metrobus as a source of spares for their own former DMS buses. ALE861H was last licensed in 1991. Note the rather humungous front bumper, perhaps a balance weight.

Photo 3950, by **Derek Everson**, added to LTSV on 21/04/2012.

Ford D-series lorry 1749F was found at the small Works and Buildings yard near Chiswick Park Station on 17th June 1983. Delivered on 10th April 1972, but not licensed until 1st May, it was initially allocated to Parsons Green. It was part of a batch of seven dropside lorries (1748F to 1754F) all of which were fitted with crew-cabs and half-tilt covers (later removed). Interestingly 1749F (the last to arrive) was officially listed as a D0910 lorry, while the others were D550s. This is thought to be due to a change in Ford's model numbers rather than meaning that 1749F was different from the others. The whole batch lasted over 10 years, with 1749F achieving a very respectable 14 years' service.

Photo 3951, by **John Marshall**, added to LTSV on 21/04/2012.

Photographed on 24th July 1976, Land Rover 1842LR was an interesting vehicle for a number of reasons. New in January 1974, it was one of the first service vehicles to be given a registration number matching its fleetnumber (TJJ42M), and carried a non-standard green livery with a cream cover. It was allocated to the Chiswick High Road Garage, used at the time as the base for the Routemaster buses operated on behalf of British European Airways (later British Airways). It seems that 1842LR was used as an engineering support vehicle for this fleet, which would explain the roof beacons fitted. It is listed on LT Variation Sheets as being assigned to Chiswick BEA. Unfortunately the lettering below the fleetname cannot be made out in this picture. The airport buses were moved to Stonebridge in August 1978, to allow the Chiswick garage to be rebuilt for LT use (eventually re-opening as Stamford Brook in 1980), while the service was withdrawn the following March. 1842LR apparently stayed at Chiswick until May 1979, when it was transferred down the road to Chiswick Works for use by the RSE (Buses). It was withdrawn in 1982, but not sold until 1986. As already seen, it then re-appeared at Norwood Garage in 1987, undergoing restoration and repainted red (see photo 568). However, it does not seem to have survived, last being licensed in 1989.

Photo 3952, by **Derek Everson**, added to LTSV on 21/04/2012.

A lucky catch on Bollo Lane on 11th October 1984 was this view of Leyland Freighter recovery truck 2372L towing Ford D0607 dropside lorry 1983F. 2372L spent its first 8 or 9 years based at Cricklewood Garage, as evidenced by the Cardinal District sticker on the front (Cricklewood was reassigned from Watling District in the reorganisation of January 1984). Ironically 2372L was later reallocated to Acton Works and repainted white/blue for a new role as a service vehicle recovery truck. The Ford lorry, allocated to Holloway Garage, still has the framework for its tilt cover. It is a pity that this vehicle was not selected along with RM1983 and T1983 (aka T747) for repainting in gold livery for LT's 50th anniversary in 1983. Bringing up the rear is trainer bus DM1909.

Photo 3953, by **Derek Everson**, added to LTSV on 21/04/2012.

LT bought three red Freight Rover Sherpa long wheelbase vans in December 1984. 2412L was a high-roof example that was unlettered, while 2413L and 2414L were low roof vans with LT Emergency Vehicle lettering and used by the signal engineers. On 19th May 1987 2413L was found parked on what is now known as Museum Way, close to Acton Town Station.

Photo 3954, by **Malcolm Conway**, added to LTSV on 21/04/2012.

Despite the recent headlines about water shortages and hose-pipe bans, the weather in mid-April 2012 was rather on the wet side. Malcolm made a trip to Bollo Lane on the 20th and caught this fine view of Iveco lorry 2602 heading for the works. This vehicle latterly had a fleetnumber on the offside only, but the apparent replacement of the corner panel means that it is now effectively un-numbered. Lorries are in any case now officially referred to by their registration numbers only.

Photo 3955, by **Derek Everson**, added to LTSV on 21/04/2012.

Although largely renewed in late 2011/early 2012, the Tube Lines Lifts and Escalators fleet does retain a couple of slightly older vehicles. Among these is Ford Transit Connect van 6774F, photographed at Frank Pick House in Acton on 6th March 2012. The silver Ford Transit behind the contractor's van is 6728F.

Photo 3956, by **Colin Smith**, added to LTSV on 21/04/2012.

Diminutive Smart fortwo car 7067SM is one of seven leased in May 2011 that are mainly allocated to Lillie Bridge Depot. 7067SM however seems to spend almost as much time at Northumberland Park Depot, as seen on 14th February 2012. The role of the cars is not clear, but they are most active at night.

Photo 3957, by **Derek Everson**, added to LTSV on 21/04/2012.

Once a main feature of the central fleet, comparatively few Vauxhall Astra vans have been leased over the past few years. Redressing the balance somewhat was the arrival of at least eleven examples for the Tube Lines Lifts and Escalators fleet in January 2012. About half are based at Frank Pick House in Acton, where 7195V and 7253V were photographed on 6th March 2012. The vans were numbered in two groups (7194V-7198V and 7250V-7255V) and appear to have come from different lessors.

Photo 3958, by **Richard Eversden**, added to LTSV on 21/04/2012.

Ford Transit Mk2 van C554NFG was new to London Country in September 1985, carrying green livery and the fleetnumber 71F. When LCBS was split-up in 1986, 71F passed first to London Country South West before moving to London Country South East. That company was renamed Kentishbus in 1987 and also introduced a new livery and fleetnumbering scheme. 71F became 926 (although the number is not visible in this view taken at an unknown location) and was repainted cream with a maroon stripe. It is not known how long the van remained in use, but it was last licensed in 1997.

Comment by *Kevin Bullions* on 22/04/2012: Dartford Garage (not the original) if I am not mistaken

Photo 3959, by **Ray Monk**, added to LTSV on 21/04/2012.

Not visible in the previous photo published of this van (see photo 3224) is the large red area above the windscreen. This might have been added to allow the application of the white Buses roundel and Abellio logo. Ford Transit BT53RVV has been based at Abellio's Fulwell garage for the past few years. It was caught passing through Acton on 23rd March 2012.

Photo 3960, by **Ray Monk**, added to LTSV on 21/04/2012.

Keeping up with the service vehicle fleets of some of the bus companies is difficult, particularly when the vehicles are unmarked. Two previously unreported vans were seen at Uxbridge on 5th April 2012. First up was Volkswagen Transporter VK59GWW, at least carrying the yellow stripe worn by some First vehicles. It was followed a few minutes later by plain red Volkswagen Caddy VN10YJO. Both vans were registered in series with other First vehicles, although they may not in fact be based at Uxbridge. One of the Volkswagen Crafter vans was also visible parked at the back of the bus garage.

Photo 3961, by **Derek Everson**, added to LTSV on 21/04/2012.

As mentioned recently, British Transport Police's two Iveco Daily rescue tenders are now working with the Emergency Response Unit. Interestingly, KE05JLV retains its L91 callsign/fleetnumber, despite this also being carried by 2593. Both are based at Pratt Street in Camden, where KE05JLV was photographed on 9th February 2012. The ERU truck visible in the background is 2595. BTP branded 2593, along with Iveco KE05JLX were at the launch event at Canary Wharf at the time (see photo 3855). I suppose I should now add the Ivecos to the database...



Photo 3962, by **Malcolm Conway**, added to LTSV on 22/04/2012.

Taken on 7th September 1982, this photograph shows Ford D1000 lorry 1781F leaving the 'front' entrance of Chiswick Works. Of the 143 Ford D lorries bought by London Transport between 1966 and 1981, this was the largest type. Two batches were bought, 1655F-1663F in 1971 and 1780F-1783F in 1972. 1662F and 1663F were badged as D1614s but this is thought to be due to a change in Ford's model numbers. The first batch comprised a mix of dropside and fixed-side lorries, while the second batch has always been recorded as being all fixed. However, as this photo clearly shows, at least 1781F had drop-sides. It could have been modified, especially as the panelling on the bolster usually matched the sides in height. Other photos confirm that 1782F and 1783F had fixed sides. Another oddity of this vehicle is the chrome grille between the side indicators and the chrome bumper. It seems that these were carried only by these largest Ford D lorries, plus 1945F (see photo 173).



Photo 3963, by **John Marshall**, added to LTSV on 22/04/2012.

Ford A0609 box truck 2136F was withdrawn from use in early 1986, this photograph probably showing why. Seen at Chiswick Works on March 3rd, there is fairly extensive damage to the front offside corner.



Photo 3964, by **Derek Everson**, added to LTSV on 22/04/2012.

Having just published a photograph of unique Bedford lorry 2252B, I was very pleased to get two more amongst a bundle of 1980s photographs sent in by Derek Everson. The more interesting of the two shows 2252B parked in a crowd of grey service vehicles at Acton Works on 11st August 1985. There was an open day at the adjoining Chiswick Bus Works on this date and it is possible that the service vehicles had been moved across to make way for bus displays. The dark grey cab of 2252B is apparent, although the bodywork appears to be the normal shade. The other vehicles visible include Dodge box truck 2400D, one of the Leyland Freighter crane-equipped lorries, a Bedford TL crew-cab lorry and several Mk2 and Mk2a Ford Transit vans. The crane just visible above the cab of 2252B belongs to Ford Cargo artic 2373F.



Photo 3965, by **Derek Everson**, added to LTSV on 22/04/2012.

Not previously illustrated, 2384D was one of four Dodge Commando box trucks bought by London Transport in the early 1980s. It was based variously at Parsons Green, Chiswick and Acton, and was photographed arriving at the latter on 11th June 1990. It was withdrawn in April 1993, just short of its tenth birthday. Note the newly erected advertising hoardings in front of the car park. One of the Sherpa minibuses is just visible beyond.

Photo 3966, by **Derek Everson**, added to LTSV on 22/04/2012.

Another interesting photograph from Derek Everson's collection, this one shows a pair of Mk2 Ford Transit vans near Aldenham Works on 10th October 1986. Both are in grey livery and unusually have roof beacon lights. 3293F in the lead also has lettering for Work Force, the LRT Builders. Previously seen on Astra vans and Mercedes trucks, this is the first evidence of it being applied to a Ford van. Both vans were allocated to Parsons Green and had perhaps been engaged in decommissioning work at Aldenham, the facility closing down the following month.

Photo 3967, by **Derek Everson**, added to LTSV on 22/04/2012.

Another of the numerous vehicles displaced from the Tube Lines fleet in recent months is Ford Transit van 6237F. It was never photographed while in service, but was caught at the British Car Auctions premises in Blackbushe on 21st February 2012.

Photo 3968, by **Thomas Young**, added to LTSV on 22/04/2012.

Some Ford Transit trucks have tipping dropside bodies, although they are hard to distinguish from those with fixed bodies. A few have squared rear wheelarches (as seen on 6480F - see photo 2386) but 6869F, new in December 2009, is one with the more normal round ones. As the vehicles are unlike the normal conception of a 'Tipper', perhaps I should revise the description to 'Tipping Dropside Lorry'. 6869F is based at Lillie Bridge but often to be found in the small yard alongside West Kensington Station. On 6th April 2012 it was parked near the ramp down into this yard.

Photo 3969, by **Ivor Norman**, added to LTSV on 22/04/2012.

London Underground's Smart cars have been a bit less camera-shy recently. 7072SM, normally based at Lillie Bridge, was found parked in Harlow on 1st April 2012.

Photo 3970, by **Ray Monk**, added to LTSV on 22/04/2012.

From 2003 onwards, the Ford Transit Connect van had been a popular choice for the leased fleet. However, since 2009, very few have been taken, similar sized Renault and Volkswagen products arriving instead. 7076F is one of only two (that we know of) delivered in 2011, the other being unmarked red LT11XFY (see photo 3505). On 13th April 2012 it was caught coming out of Museum Way at Acton Town.

Photo 3971, by **Derek Everson**, added to LTSV on 22/04/2012.

RV61CZF is one of several plain white Volkswagen Caddy vans used by Tube Lines apparently for internal mail deliveries. On 9th February 2012 it was found parked outside the Allsop Place offices behind Baker Street Station.

Photo 3972, by **John Hillman**, added to LTSV on 22/04/2012.

Vauxhall Combo van FA05CRZ has been part of the Arriva the Shires fleet for the past few years, allocated fleetnumber 1150 and based at Hemel Hempstead. It was photographed in the town's bus station on 22nd March 2012. Note that the offside wing mirror has been replaced with one off a bus.

Photo 3973, by **Richard Eversden**, added to LTSV on 22/04/2012.

Although the handling characteristics must surely be different, several bus companies have used articulated lorries as training vehicles for bus drivers. In the LTSV area, examples known of were Kentish Bus and London Coaches. Moving somewhat further afield, this photograph taken in Newcastle in 1992 shows Mercedes-Benz SK tractor E874PBE in the striking grey, red and blue livery of Northumbria Motor Services. Northumbria was formed in 1986 from the northern part of the United company. It was privatised in 1987 and bought Kentish Bus in 1988. All three operators are now part of the Arriva group. Note that the lorry has fleetnumber 60 while the trailer appears to be 61A.

Photo 3974, by **Derek Everson**, added to LTSV on 29/04/2012.

This photograph taken at Chiswick Works on 19th May 1987 shows two lorries that were added to the fleet the year before. 2435L was a Leyland Freighter dropside lorry with crane, wearing the short-lived twin pinstriped livery. It was repainted into white and blue (with a black body) in 1991 and lasted until 1999. The lorry was often used with one of the cable-drum carrying trailers, one of which is just visible coupled behind. The lorry on the right is rather more interesting. 2455V was a Volvo F717 articulated tractor unit in unmarked grey livery and one of very few central fleet vehicles that were bought second-hand. The reason for its purchase is not known but it didn't last long, and was already out of use when this photograph was taken. Last licensed in March 1987, it never worked again.

Photo 3975, by **Derek Everson**, added to LTSV on 29/04/2012.

Another photograph taken at Chiswick Works on 19th May 1987, this time showing what appears to be the small vehicle yard. The main subject is a pair of brand-new Bedford CF vans, with 3441B nearest the camera. Licensed just a few days previously, the vans had yet to be lettered. Curiously they are listed as not being taken into stock until July. On the left is 5-month old Bedford Astra van 3480B, while various Ford Escorts and larger vehicles can be seen in the background.

Comment by *rtwbus* on 30/04/2012: This is what used to be the Training Square. By this time, the bus training school had hived off all its work to the pseudo-companies, and departed. CDS then took over the accommodation and vacated their site by the Bollo Lane gate.

Photo 3976, by **Malcolm Conway**, added to LTSV on 29/04/2012.

Although he was soon rained off (see photo 3954), Malcolm managed to capture some excellent shots of new vehicles on Bollo Lane on 20th April 2012. Seen entering Acton Works is Mercedes-Benz Actros artic tractor WP61ZXE, new two months earlier. I'm not sure what purpose the 'eyebrows' above the windscreen serve. Trailer CT44 is looking good considering that it is over 21 years old.

Photo 3977, by **Malcolm Conway**, added to LTSV on 29/04/2012.

Two new MAN lorries were delivered in March as RV12OEY/OEZ, having earlier carried marks RJ61LTE/LTF. Tube Lines logos were applied in April, as seen in this photo of RV12OEY leaving Acton Works on the 20th.

Photo 3978, by **Derek Everson**, added to LTSV on 29/04/2012.

On a dull 9th February 2012, three LUL-liveried Ford vans were found parked in the yard at Edgware Road Station. Nearest the camera is Transit Connect 6683F, with Transit van 7117F and crew van 6957F beyond. The only vaguely interesting thing I can find to say about these three is that 7117F is notable for having no curves in the characters of its fleetnumber or registration! In the background work is ongoing on the power supply building on the site of the Griffith House yard.

Photo 3979, by **Malcolm Conway**, added to LTSV on 29/04/2012.

Ford Focus estate 6780F started out as a rather elusive vehicle, only being seen once in its first year (at the Upminster Depot open day). It appears to have then moved to Acton Works and the sightings consequently increase. Initially in anonymous white/blue livery, it gained the LUL variant by 2011, including the curious addition of a second set of fleetnumbers. On 20th April 2012 it was caught heading up Bollo Lane.

Photo 3980, by **Derek Everson**, added to LTSV on 29/04/2012.

Ford Transit jumbo crew van 7088F is one of many LUL vehicles that are only normally seen at night. However, on 6th March 2012 Derek caught it sneaking into Acton Works. This view can be compared to another taken by Derek at the same place almost 22 years earlier (see photo 3965).

Photo 3981, by **Ray Monk**, added to LTSV on 29/04/2012.

An unexpected arrival at Eltham Bus Station in April 2012 (photographed on the 26th) was this electric-powered Ford Transit Connect. It was converted by a firm called Azure Dynamics, and is actually licensed as an 'Azure Dynamics Estate Car'. In white livery with yellow/orange chevrons on the skirt and rear doors, its role remains to be seen. Also unclear, thanks to the tinted glazing, is the interior configuration. It has the cargo door windows of a crew van but also smaller windows in the rear section.

Comment by *Ray* on 29/04/2012: This vehicle is pure electric, not hybrid. Ford Transit Connect EV Battery Maker Azure Dynamics has filed for Bankruptcy

Comment by *Thomas Young* on 30/04/2012: Thanks Ray. Noted and corrected. Strange that I got it right with the database entry then wrong on the photo caption....!

Comment by *David C* on 16/05/2012: This vehicle like any of the cars is available for use by the management team to attend site meetings etc. I believe once Stratford has a charging point set up it will move over there.

Photo 3982, by **Malcolm Conway**, added to LTSV on 29/04/2012.

Photographed a very long way from home, Bedford CF van B144DCS was at Victoria Coach Station on an unrecorded date in the late 1980s/early 1990s. Carrying Scottish Citylink livery, the van belonged to Western SMT. Its presence was probably due to the reliability problems experienced with the MCW Metroliner double-deck coaches used on the London to Scotland services. Given that the phone-number on the door of this van has an 01 prefix, it is likely that it was in fact outstationed to London. In the background are several Plaxton Paramount coaches, including two of the less common '4000' double-deck variant.

Photo 3983, by **Malcolm Conway**, added to LTSV on 29/04/2012.

Having recently mentioned the Bedford TM as being one of several 'squarish' lorry designs fashionable in the 1980s, I am now able to illustrate one in use as a service vehicle. Photographed at the Luton and District, B919UBM was a recovery truck with fleetnumber 1020. Although the picture is undated there are some clues. The vehicle behind is Ford Transit dropside truck D803LVS, new in August 1986. The recovery vehicle is carrying a trade plate as well as a normal registration plate. The use of trade plates on recovery vehicles ended with a change of legislation in January 1988, although it is possible the photo was after this date and the vehicle was on test. In any case, the vehicle was withdrawn by the end of 1992. Note the dual Bedford/Vauxhall badging on the lorry, and also the 'Detroit Flyer' name on the grille. The livery is identical to that still used by Lantern Recovery Services, suggesting the vehicle was acquired from them. This and several other Luton and District vehicles will be added to the database soon.

Photo 3984, by **Kevin Bullions**, added to LTSV on 29/04/2012.

Taken in the back yard of the Museum Depot in Acton on 23rd April 2012, this photograph shows Lantern Recovery Volvo FH FH07LRS preparing to take trolleybus 1768 on holiday. May 2012 sees the 50th anniversary of the closure of the London trolleybus network, and various events are taking place. To the left is one of the newest preserved buses in the world, Mercedes-Benz Citaro hydrogen fuel cell bus ESQ64993. This was one of three new in 2003 and used for a few years on route RV1. A second generation of fuel cell buses can now be seen on the RV1.

Photo 3985, by **Andrew Colebourne**, added to LTSV on 29/04/2012.

ISS Facility Services took over some of the London Buses work latterly performed by Douglad, primarily the cleaning of bus stations and shelters. Various vehicles can now be seen with Buses roundels, including this electric Renault Kangoo van. New contributor Andrew Colebourne photographed it charging up on The Cut, near Southwark Station on 18th April 2012.

Copyright Andrew Colebourne.

Photo 3986, by **Derek Everson**, added to LTSV on 27/05/2012.

Seen on the Bollo Lane level crossings on 11th October 1984, 2142F was a Ford D0710 dropside lorry new in early 1979. As well as a crew-cab it was fitted with a tail-lift, and was allocated to Parsons Green. Note that the wheels look rather too small for the wheelarches!

Photo 3987, by **Derek Everson**, added to LTSV on 27/05/2012.

Two for the price of one at Heathrow Airport Central Bus Station on 23rd December 1985. To the fore is LT 3160L, a Freight Rover Sherpa van used by the Cleaning Services department. Parked behind is London Country 53F, a standard Mk2 Ford Transit van.

Photo 3988, by **Derek Everson**, added to LTSV on 27/05/2012.

During the open day at Chiswick Works on 11th August 1985 a collection of service vehicles was on display. Among them was Freight Rover Sherpa van 2422L attached to Scottorn vehicle recovery trailer ST40. To show the method of loading the trailer, Ford Escort van 3319F was winched half way up the ramp. Also visible are Dodge dustcart 2419D and Ford tipper 2319F.

Photo 3989, by **Colin Lloyd**, added to LTSV on 27/05/2012.

Caught passing through Victoria on 27th February 2012 was LUL Ford Transit Mk7 van 7272F.



Photo 3990, by **Ray Monk**, added to LTSV on 27/05/2012.

Delivery of the latest batch of 21 Incident Response Unit vans for LBSL was completed in early May, the last four being 7286M to 7289M. Eltham seems to be the best place to see these vans, with five of the new batch allocated. Photographed on 29th March, 7294M was parked in front of the electric charging station.



Photo 3991, by **Malcolm Conway**, added to LTSV on 27/05/2012.

Normally working out of the Chancel Street garage in Southwark, TfL Streets Toyota Prius KP60WWF was probably paying a visit to Acton Works when it was photographed on Bollo Lane on 20th April 2012.



Photo 3992, by **Malcolm Conway**, added to LTSV on 11/06/2012.

Coming down Bollo Lane at Acton on 20th April 2012, MAN LE14.220 demountable lorry 2590 was carrying Feltham box body DB20. This body is now in regular use following a long period of storage.



Photo 3993, by **Derek Everson**, added to LTSV on 11/06/2012.

Barking (Waking Road) must be due an allocation of new vehicles soon. The four Renault Kangoo cars that are based there were all new in 2008. 6442R was photographed in the yard on 13th March 2012, with rack-less 6520R behind.

Photo 3994, by **Graham Brown**, added to LTSV on 11/06/2012.

Stratford City Bus Station was closed on 6th June 2012 for the duration of the Olympic and Paralympic Games. Although the bus station adjoins the Westfield shopping center (which will remain open), some of the access roads will presumably be reserved for Olympics-related vehicles. The affected bus routes reverted to the main Stratford Bus Station. However, when I passed on 7th June, the location was still used for parking of the LBSL Infrastructure vans. This photo was taken on 12th May 2012 and shows a typical line up of VW Transporter vans along with the sole VW Caddy. The slightly darker shade of red on 6901VW (second from front) is just discernible.

Photo 3995, by **Ray Monk**, added to LTSV on 11/06/2012.

(At least) 24 Peugeot Partner Tepee estate cars were leased in 2011, all for use by London Underground. It is quite rare to see them on the road in daylight hours so Ray was lucky to capture 7063P passing Acton Town Station on 17th May 2012. This particular example has been noted at Northumberland Park and Hainault Depots as well as Acton Works.

Photo 3996, by **Derek Everson**, added to LTSV on 11/06/2012.

One of several Ford Transits new in autumn 2011 to re-stock Lillie Bridge's allocation, 7109F was a dropside truck with crew-cab (but no tail-lift). On 6th March 2012 it was seen on the Uxbridge Road in Acton.

Photo 3997, by **Ray Monk**, added to LTSV on 11/06/2012.

Renault Kangoo estate car 7132R can usually be seen parked at the offices on Allsop Place (Baker Street Station). On 17th May 2012 it was paying a visit to Acton Works, and was photographed on Bollo Lane.



Photo 3998, by **London Spotter**, added to LTSV on 11/06/2012.

Another batch most active at night are the Volkswagen Caddy crew vans that work from Lillie Bridge depot. Three distinct batches were delivered in 2011 and here we see 7149VW, one of seven in the second batch. These seem to be kept elsewhere, driving in to Lillie Bridge each night. 7149VW was photographed parked near Hackney Wick Station on 9th May 2012.



Photo 3999, by **Thomas Young**, added to LTSV on 11/06/2012.

Since being delivered in November 2011 (see photo 3766), Tube Lines' ten Peugeot Bipper vans have joined the ranks of service vehicles that can only regularly be seen at night. On the 6th June 2012 7169P was found parked outside the old Euston Tube Station building on Drummond Street. Since delivery it has been fitted with roof-bars.



Photo 4000, by **Thomas Young**, added to LTSV on 11/06/2012.

Also photographed on Drummond Street on 6th June 2012 was Renault Kangoo Maxi van 7182R. One of a batch of ten vans for Tube Lines' Lifts and Escalators division, they followed on numerically from their ten Peugeot Bippers. Predictably, they are also most active at night, although one or two can usually be seen parked at Frank Pick House (Acton). The building in the background is the Cobourg Street Control Room, originally built for the Victoria Line. The large gates (between the tree and the street-light) conceal a small parking area, although I have never seen anything inside. Of note is that this is the 4000th photograph to be published.