



# **LONDON TRANSPORT SERVICE VEHICLES**

## **FLEET INFORMATION**

**Part 3i - Photographs 4001 to 4500**

**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 They may therefore contain incorrect assumptions or superseded information.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 4001 to 4500, originally published between June 2012 and October 2013.

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

Photo 4001, by **Kevin Bullions**, added to LTSV on 11/06/2012.

Numbers 7206VW and 7207VW are a further pair of Volkswagen Caddy crew vans delivered to Lillie Bridge at the end of 2011. However, they are very rarely seen, even by our (very) dedicated night-time correspondent. Fortunately one of our 'inside' contacts took this photograph of 7206VW parked in the yard on 27th May 2012. To the left is one of the Peugeot Partner estate cars, while Ford Transit dropside 7240F is on the right. Cases like this are where having some official information these vehicles are allocated to, nor if there are any more (fleetnumber 7208 has yet to be reported). Still, in some ways all the unknowns make this hobby more interesting!

Photo 4002, by **Ray Monk**, added to LTSV on 11/06/2012.

Ford Transit dropside truck 7218F is fairly easy to see, either parked at Frank Pick House or tootling up and down Bollo Lane. On 28th May 2012 it was parked just outside the main Works entrance. Allocated to the Tube Lines lifts and escalators department, it appears to have replaced similar 6065F. Both trucks were plain drop-sides (ie no crew-cab or tail-lift), although 7218F does have a very small light-bar fitted to the cab roof.

Photo 4003, by **Ray Monk**, added to LTSV on 11/06/2012.

The Renault Kangoo van has been a very popular choice for the leased fleet in the past year or so. As well as numerous examples of the standard van and stretched 'Maxi' model, there are also at least three of the shorter 'Compact' variant. These cute little vans lack cargo doors and look even smaller than the Peugeot Bipper. Two are based at Stratford Market Depot, while the third (7325R) was photographed turning into Museum Way at Acton Town on 28th May 2012. It may be based at Hearne House, behind the museum. It is notable that two service vehicles were delivered in April 2012 with the letters UGE (see photo 3925) in their registrations, although they just happen to be two of the smallest vehicles around!

Photo 4004, by **Kevin Bullions**, added to LTSV on 11/06/2012.

One of the objectives for my recent night-time trip was to try and photograph an LUL Renault Modus car. I failed, the only one seen was passing at high-speed. Luckily, a few days before, Kevin had sent in this picture taken at Lillie Bridge on 27th May 2012. To the fore is 7331R, a Modus Dynamique 5-door hatchback new in April. This appears to be unique, all the other Moduses being the 'Expression' model, and based at an unknown location. Also visible is Peugeot Partner Tepee 7222P and Volkswagen Caddy crew van 7207VW.

Photo 4005, by **Ray Monk**, added to LTSV on 11/06/2012.

A largish batch of (yet more) Renault Kangoo Maxi vans was delivered in May 2012, with fleetnumbers spread across a wide range of 73xx numbers. 7375R was photographed passing Acton Town Station on 28th May 2012. This van had yellow/red chevrons on the rear and appears to have joined the group of vehicles that regularly congregate around Griffith House every evening.

Photo 4006, by **Thomas Young**, added to LTSV on 11/06/2012.

Despite many 73xx numbers having yet to appear, the first 74xx vehicles arrived in April 2012. The highest numbers to date are on a small batch of Ford Transit crew vans for Tube Lines. Three have been seen so far (7430F to 7432F) and they are rather unusual. They are all white and have Yorkshire registrations (implying a conversion by Clarkes of Doncaster). 7431F was found parked on Drummond Street (Euston) on 6th June 2012 and we were able to take a closer look. The forward section of the van has windows on both sides, and a table with four seats around it. The rear section is enclosed. However, the ventilators on the roof, along with the hand-wash box visible on the bulkhead, and the large rear step, would suggest that these are staff welfare (i.e. toilet) vans. Two of the vans had been seen at Frank Pick House, while this example was parked with other lifts and escalators vehicles. Quite why such vehicles are needed when Tube Lines already has a large fleet of welfare vans is not clear.

Photo 4007, by **Ray Monk**, added to LTSV on 11/06/2012.

The main development with the bus companies recently has been the complete renewal of London United's service vehicle fleet. The first were Ford Fiesta vans that started to appear in April 2012. In May I was forwarded a list from the company, showing that there were no fewer than 22 Ford Fiestas and 9 Ford Transit vans. However, the latter were slow to emerge, and when they did, the details did not match up with the information provided. Among the first to be seen was EK12OLR. Although supposed to be fleetnumber FT9 at Fulwell, this was numbered FT7 and allocated to Park Royal (where it was photographed on 4th June 2012). It seems that the fleetnumbers have in fact been applied in registration number order. However, reports are required to confirm the actual allocations.

Photo 4008, by **Ray Monk**, added to LTSV on 11/06/2012.

Photographed on Atlas Road in Harlesden on 30th May 2012, Ford Fiesta Van EO12UBZ is number FF11 in the newly updated London United fleet. Officially allocated to Hounslow, it was evidently working from the nearby Park Royal Garage. On the other hand, it could be that this vehicle was performing some administrative or engineering role, rather than acting as a crew ferry.

Photo 4009, by **Ray Monk**, added to LTSV on 11/06/2012.

At least two of London United's 22 new Ford Fiesta vans have additional 'CCTV Support' lettering, suggesting that they have replaced the youthful pair of Suzuki Alto cars (see photo 3229) and/or the slightly older Ford Fiesta van (see photo 2805). FF20 is based at Shepherds Bush Garage (photographed there on 30th May 2012), while FF19 is at Fulwell.

Photo 4010, by **Glyn Matthews**, added to LTSV on 11/06/2012.

In the 'old days' some vehicles had a lengthy period between delivery to London Transport and eventual entry into service (as will be apparent when I eventually get the historical section of this website up to scratch!). This photo shows a much more recent vehicle with a similar story. Bought second-hand by Ensignbus in March 2011, a lot of work was required to bring it up to that company's high standards. It was photographed at the Purfleet Garage on 17th May 2012, having recently been repainted into standard blue/silver livery. Comparison with an 'as-received' photograph (see photo 3390) shows that it has gained a front bumper extension and sun-visor but lost its cab-top fairing and light-bar. Glyn, if you're reading this, I am still getting your e-mails but you are evidently not getting mine. I have tried everything I can think of...

Photo 4011, by **Paul Almeroth**, added to LTSV on 11/06/2012.

M3MJS again, this time with friends. Photographed at the same location, but on 20th May 2012, Volvo recovery truck M3MJS was parked alongside veteran Scania UJF182. The latter is believed to be for sale, and has since been given an E-prefixed registration. The UJF182 mark will presumably then go onto the Volvo. On the left is Ford Transit minibus S549XNP, with parts of various other vans visible beyond. On the right is a Mercedes Sprinter minibus with an identity crisis. Registration number P852OLL was worn by minibus E58, last used by London General from Plough Lane in late 2011. It carried East Thames Buses logos until the end. However, similar E22 (R963SLL) last worked from Bexleyheath and carried London Central logos. This suggests that the minibus here is E22 with E58's registration plate. Both were replaced by Renault Kangoo vans in late 2011. Ensign previously bought two Sprinter minibuses from Go-Ahead London, though it only retained one (P185OLC). It is not known if P852OLL and/or R963SLL is/are for use, sale or spare parts.

Comment by *Phillip Walton* on 11/06/2012: The bonnet/nearside front wing seems to be a slightly different shade of red on E22. An accident repair perhaps using panels from the other vehicle?

Comment by *Ray* on 11/06/2012: As the side logos are ETB it could possibly be E58 with the front panel(s) off of E22 and thus has the correct registration.



Photo 4012, by **Colin Lloyd**, added to LTSV on 11/06/2012.

Making what might be its first public appearance since 1983, AEC Mercury Pole Carrier 1081Q was photographed at the East Anglia Transport Museum in Carlton Colville on 7th May 2012. Some restoration work has been undertaken but it looks like there is plenty more still to do. It was taking part in an event to mark the 50th anniversary of the demise of the London trolleybus network. Tower wagon 89Q was also taking part and some pictures will be published next time.



Photo 4013, by **Ray Monk**, added to LTSV on 11/06/2012.

Another Kangoo Maxi van, this time Tube Lines 7347R, trying to hide in the Track and Signals Operations Centre on Museum Way in Acton on 17th April 2012.



Photo 4014, by **Ray Monk**, added to LTSV on 11/06/2012.

I uploaded a new set of vehicle icons last week, including the FX4 taxi in various liveries. It is unfortunate therefore that the next such vehicle added to the Arriva Southern Counties fleet was in yet another livery! Brown (or maroon!) N391CMT was photographed on Eltham High Street on 4th June 2012. Although unmarked, it is most likely allocated a fleetnumber in the CFxx series.



Photo 4015, by **Dave M Busman**, added to LTSV on 11/06/2012.

These four brand new Ford Transit Connect vans were parked outside Metroline's CELF works in Perivale over the Jubilee weekend. Several people sent in photographs, but this was the only one to show all four. Although unmarked, the location (plus the light bars) makes it likely that these will be a new generation of engineering support vans for Metroline. It has been suggested that Transport for London might now be specifying red livery for vehicles involved in bus-related work. It does seem to be becoming more prevalent. Also present were several VW class buses, destined for Holloway Garage.



Photo 4016, by **Damon Cross**, added to LTSV on 11/06/2012.

No stranger to this website, Sovereign Recovery Volvo FH GF10XSB has been seen at various locations since new in 2010, usually dealing with Arriva group vehicles. 2nd June 2012 was no exception, when it was called out to Hyde Park Corner to pick up a Leyland Olympian bus belonging to Arriva The Original Tour. Their Transit Connect van EO06OCN was also present. It is believed that Stagecoach will be drafting a couple of bus recovery vehicles into London for use during the Olympic games.



Photo 4017, by **Damon Cross**, added to LTSV on 11/07/2012.

As well as a mini open day at Fulwell Garage, the 50th anniversary of the demise of London's last trolleybuses was marked by a multi-day event at the East Anglian Transport Museum in Carlton Colville. A large number of relevant vehicles was on display, including the LT Museum's AEC Mercury tower wagon 89Q. This side view taken on 8th May 2012 clearly shows the lettering and layout of the vehicle, and has a nice backdrop in the form of a preserved London tram.

Comment by *Damon* on 12/07/2012: The tram is 1858, once kept at Chessington Zoo (when Zoos were still called Zoos). On the right is the front of 1521 and the back end of 260. This was a cracking event, probably never to be repeated and I'm so glad I had the opportunity to go. Well done everyone at EATM and everyone else involved.



Photo 4018, by **Damon Cross**, added to LTSV on 11/07/2012.

Another view of AEC Mercury tower wagon 89Q at Carlton Colville on 8th May 2012. No fewer than 8 former London Transport trolleybuses attended this event and, thanks to the East Anglian Transport Museum's overhead wiring system, were able to move under their own power. Two of the trolleys are seen in this view, although I will have to leave it to someone more knowledgeable than me to say what types they are.

Comment by *Phillip Walton* on 12/07/2012: The trolleybus to the right is a Q1 class # 1812 a BUT dating from 1948. All I can say for certain about the other trolleybus is that it is an AEC (you can tell by the wheel hubs).

Comment by *Damon* on 12/07/2012: The other Trolleybus is 260 (CUL 260).



Photo 4019, by **Damon Cross**, added to LTSV on 11/07/2012.

Also present at the Carlton Colville event in May 2012 was AEC Mercury pole carrier 1081Q, still undergoing restoration. This rear view shows the low bolster at the back of the body, and also the remains of what looks like a towing bar. In the background is 'Diddler' trolleybus number 1.



Photo 4020, by **Derek Everson**, added to LTSV on 11/07/2012.

On a slightly misty 27th February 1985, Derek caught lorry 2302L coming up Bollo Lane at Acton with a load of train wheelsets. One of only two Leyland Boxers operated by London Transport, 2302L was new in January 1982 and lasted until 1988.



Photo 4021, by **Derek Everson**, added to LTSV on 11/07/2012.

Leyland Freighter dropside lorry 2397L was on display at the Chiswick Works open days in both 1984 and 1985. On 5th August 1984 it was photographed in as-delivered grey livery, with its HIAB crane extended. Note the rather spindly stabiliser legs, in this view retracted and rotated to clear the front wheels. In the background are preserved Bedford prime mover 702B and mobile canteen trailer MC11.



Photo 4022, by **Derek Everson**, added to LTSV on 11/07/2012.

During the open day at Chiswick Works on 11th August 1985, Leyland Freighter lorry 2397L was again part of the vehicle display. As in the previous year, its crane was deployed, but this time the stabiliser legs were also extended. Not apparent in this rear view is the fact that it had also gained the twin pin-striped livery variation (as seen on Bedford 2275B - photo 2875). The trailer is SEB cable-drum carrier SEBT42 (lettered as SEB-T-42), new earlier in the year. On the left is Bedford TL box lorry 2318B with its sliding doors open and steps arranged to allow visitors to walk through it.



Photo 4023, by **Ray Monk**, added to LTSV on 11/07/2012.

Passing the distinctive chimneys of the Frank Pick House complex at Acton on 26th June 2012, RV12OEZ is one of two MAN TGM dropside lorries delivered earlier that year. The pair initially carried '61 registrations. Comparing the position of the windscreen stickers I would say this photo confirms that the lorries were re-registered (before delivery) in order, ie RJ61LTE became RV12OEY and RJ61LTF became RV12OEZ. Note the 'Health and Safety' additions of handrails around the load space, reflective striping on the cab sides (just above the blue skirt) and the yellow-boxed notice. The last item has started appearing on several lorries recently, although I have yet to read what it actually says.

Comment by Ray on 23/07/2012: Do Not Walk Close To This Vehicle At Any Time.





Photo 4024, by **Ray Monk**, added to LTSV on 11/07/2012.

Another addition to the lorry fleet recently was this Mercedes-Benz Actros prime mover, delivered in June 2012. WN12NDV is similar to earlier WP61ZXE (see photo 3976) but has roof-mounted beacon lights and the yellow safety warning signs on the sides. On 26th June it was caught arriving back at Acton Works after doing some work for the Crossrail project (at least that is what the sign in the windscreen says).



Photo 4025, by **Ray Monk**, added to LTSV on 11/07/2012.

The Volkswagen Caddy van has been an increasingly common choice for the leased fleet over the past few years. The lengthened 'Maxi' version remains rare however, the first having been crew van 6971VW in 2010. This vehicle is believed to be based at Stonebridge Park depot but has only rarely been seen. On 4th July 2012 Ray caught it entering Acton works. The difference in length is apparent if you compare this photograph with one of normal length 7128VW (see photo 3699).



Photo 4026, by **Ray Monk**, added to LTSV on 11/07/2012.

Delivered in February 2012, 7209F and 7210F were a pair of mid-height Ford Transit vans for the TfL Uniform Service operation based at North Acton. They replaced similar 6190F and high-roof 6584F and were photographed at their home base on 4th June 2012.



Photo 4027, by **Kevin Bullions**, added to LTSV on 11/07/2012.

Renault Kangoo estate car 7262R was delivered in April 2012 and was slightly unusual for carrying white/blue livery with London Underground lettering but no red stripe. It was photographed parked outside the Museum Depot in Acton on 5th July 2012. Although it is not based here, the location suggests it may have replaced similar (and elusive) 6523R (see photo 3455).

Photo 4028, by **Ray Monk**, added to LTSV on 11/07/2012.

Delivery of the latest batch of London Buses Incident Response Unit vans was completed in early May 2012, but it is taking a while to get quality photographs of them all. At least 4 of the 21 vans are based at Eitham, including 7288M photographed there on 12th May. Slightly older 7011M is parked behind.

Photo 4029, by **Ray Monk**, added to LTSV on 11/07/2012.

A seemingly huge number of Renault Kangoos was delivered from spring 2012, including both estate car and van versions. 7391R is an estate car assigned to Tube Lines and photographed leaving Acton Works on 3rd July 2012. A large proportion of the fleetnumbers in the 73xx range have been allocated to these vehicles but, in the absence of any official fleet information, it may be a while until they are all reported.

Photo 4030, by **Thomas Young**, added to LTSV on 11/07/2012.

Deliveries of Ford Focus estate cars for the central fleet resumed in Spring 2012, after an 18-month gap. Among them was 7404F for Tube Lines, seen parked at Bollo House on 7th July 2012. It would seem likely that this vehicle was a replacement for similar but un-numbered (and blue) VN07CKO (see photo 3338). It is slightly curious that a sliver of blue skirt is carried on the back door but not around the rear corners.

Photo 4031, by **Ray Monk**, added to LTSV on 11/07/2012.

Within two days of my posting a comment about Barking Wakering Road last month (see photo 3993), I got a report that the four Renault Kangoo cars based there had indeed been replaced. Rather surprisingly, given the number of new Kangoos coming into stock at the time, the replacements were actually Peugeot Partner Tepee cars. This photo taken on 13th June 2012 shows 7449P parked at the entrance to the tiny yard. Three others were tightly parked in a line on the right, headed by 7450P with 7451P and 7452P out of view beyond.

Photo 4032, by **Richard Jones**, added to LTSV on 11/07/2012.

The highest fleetnumbers reported so far are 7466 and 7467, carried by a pair of Ford Transit minibuses delivered to London Buses Network Development (aka Passenger Data) in mid-2012. 7466F came first, and was photographed a few days after delivery, basking in the sunshine in Chislehurst on 26th June. As normal with this department, an abbreviation of the fleetnumber is carried on the front bumper. The pair replaced similar 6460F and 6498F, these being retained for use by LBSL Bus Operations during the Olympic games.

Photo 4033, by **Ray Monk**, added to LTSV on 11/07/2012.

A slightly unusual sight at Acton Works on 3rd July 2012 was of Ford Focus Estate car LL12HXN arriving on the back of a Dagenham Motors Ford Transit car transporter. Some new vehicles are delivered by lorry but the majority are driven in. As the car was still unlettered, the operator and fleetnumber remain to be determined.

Photo 4034, by **Ray Monk**, added to LTSV on 11/07/2012.

Vauxhall Astra van BN55NFH joined the Arriva Shires fleet based at Garston in March 2008, but was not reported by anyone for the next 4 years. This photo taken at Edgware Bus Station on 7th July 2012 shows how it could perhaps have been easily overlooked. The only clues to its operation were an Arriva sign on the dashboard, and the fact that the driver got out and started topping up the water in an Arriva DAF Cadet bus parked nearby!

Photo 4035, by **Ray Monk**, added to LTSV on 11/07/2012.

Another one pops up! This Volkswagen Transporter van photographed at First's Lea Interchange Garage on 29th June 2012 was remarkably similar to VK59GWW (see photo 3960) seen at Uxbridge a few months earlier. Although over 2 years old, neither had been reported before. It could be that they were recently transferred in from other parts of the First empire, although this seems unlikely given the red livery. LI garage had recently lost an earlier VW Transporter van (see photo 2162), but this appears to have been replaced by a new Ford Transit (see photo 4038).

Photo 4036, by **Ray Monk**, added to LTSV on 11/07/2012.

The weather in July 2012 has (so far) been rather remarkably wet. July 7th was the date of this year's Potters Bar Garage open day, and this was rather damp to start with. In terms of service vehicles, there was very little of interest. No vehicles were on display, and even the resident engineer's van was absent. Apart from an Uno van parked nearby (again - see photo 3153), the only SVs were three unmarked cars hidden among the staff cars in the front car park. Two were Vauxhall Zafiras, the third was this previously unreported Renault Grand Scenic (the 7-seat version of the Scenic car). Note the usual loving car lavished on such vehicles!

Photo 4037, by **Malcolm Conway**, added to LTSV on 11/07/2012.

To call the event held at Fulwell Bus Garage on 12th May 2012 (for the 50th anniversary of the Trolleybus closure) an open day would be a bit generous. Most of the front yard was roped off and used for the display of several buses and trolleybuses (and 89Q), but the garage itself was out of bounds. However, the event did draw huge crowds and the weather was pleasant. London United had recently taken delivery of a large fleet of new service vehicles but none of these was on display. Two could be glimpsed (just) within the garage, while a third was more visible, parked on Wellington Road opposite the garage. Numbered FF14, this Ford Fiesta van is reportedly allocated to the former NCP/NSL garage at Twickenham.

Photo 4038, by **Ray Monk**, added to LTSV on 11/07/2012.

The relatively new bus garage off Ruckholt Road in Leyton is operated by First London and known as Lea Interchange (with the code of LI). A new engineer's van was allocated there in spring 2012, Ford Transit high-roof van SP12LUO replacing VW Transporter YT56AXA (see photo 2162). It was photographed at home on 29th June 2012, showing its all-over red livery relieved only by grey First logos.

Photo 4039, by **Malcolm Conway**, added to LTSV on 11/07/2012.

Two contributors sent in photographs of this previously unknown vehicle recently. TSE299X was a DAF 2800 recovery truck with Wreckers International bodywork. New in May 1982, the Scottish registration suggests it was not new to Ensign, although it was with them by 21st May 1989 when it was photographed at Purfleet garage. The Ensignbus fleet at the time was painted in blue and silver and served about half a dozen LT routes. Although still utilising former LT DMS buses (one is visible in the background) more modern MCW Metrobuses were being bought new and second-hand. It is not known whether the red Vauxhall Astramax van parked in the background was also an Ensign service vehicle.



Photo 4040, by **Richard Eversden**, added to LTSV on 11/07/2012.

Ensign sold its LT bus operations at the end of 1990 (these being renamed Capital Citybus), leaving it with the sightseeing tours operated under the London Pride fleetname. DAF tow truck TSE299X was evidently retained and repainted into the mainly red livery used by London Pride. This photograph was taken in 1997 in Cardiff, when the truck was recovering an MCW Metrobus from the recently closed Cardiff Bluebird operation. Although licensed until the end of 2007, the subsequent history of TSE299X is not known. London Pride was sold to the Arriva group in 2001 and it may be that it was disposed of then.



Photo 4041, by **Kim Rennie**, added to LTSV on 11/07/2012.

Kim has recently sent in some beautifully high-resolution scans of slides taken in the 1970s and 1980s. The first of these shows (for the first time here) AEC Swift bus SMD441 parked at Victoria Bus Garage. Five redundant AEC Swift buses were converted for other roles between 1978 and 1981. SMD441 became a mobile recruitment bus in May 1979 and was repainted in this attractive red and white livery. It also later carried the spurious fleetnumber 441R. Eventually sold in March 1987, it was outlived only by mobile classroom STB91 (see photo 1168). Another AEC saloon is just visible parked in front, but this may be one of the buses based here for Red Arrow services until replaced by Leyland Nationals in 1981.



Photo 4042, by **John Marshall**, added to LTSV on 06/08/2012.

Here is a nice view of Bedford CAV route survey van 989B in its 'covert' black livery. It was found at Chiswick Station on 17th July 1957, parked alongside RT2947 working route 55.



Photo 4043, by **Kim Rennie**, added to LTSV on 06/08/2012.

I was surprised to find that I had not yet published a photograph of well-known Ford Trader 1282F in its pre-preserved red livery. New in 1963 as an auxiliary railway breakdown tender, it was later converted into a communications vehicle. Interestingly I have been unable to determine when this conversion took place, although it was before May 1976. Upon replacement in 1982 (by Ford A-series 2086F - see photo 3414) 1282F was retained as a 'heritage' vehicle, and repainted in non-authentic Chiswick green livery. Although no longer kept on LUL premises, the vehicle is believed to still exist. Whilst active, 1282F was kept at Neasden Depot, as seen here.



Photo 4044, by **Derek Everson**, added to LTSV on 06/08/2012.

This photograph was taken at the Chiswick Works open day on 11th August 1985 and shows two of the distinctive Ford D-series uniform issue units parked up. 1993F is to the fore, with 1947F behind. Also visible are that curious tripod thing and bits of two sweepers, as also seen in photo 3873. More SVs were parked further left, as seen in photo 94.



Photo 4045, by **Derek Everson**, added to LTSV on 06/08/2012.

Another 'vintage' Bollo Lane view from Derek, this time showing Bedford TL artic tractor unit 2300B (new in 1981) with Crane Fruehauf dropside trailer CT36 (new in 1984) hitched up. Following behind is a red Ford Escort van, most likely also a service vehicle. Although the tractor and the van are long-gone, trailer CT36 is believed to be still in stock, now repainted blue. 27th February 1985.



Photo 4046, by **Derek Everson**, added to LTSV on 06/08/2012.

3049F was a Ford Escort van leased in August 1982 and kept for a little over 4 years. It was allocated to Chiswick but was photographed inside Turnham Green garage on 17th June 1983. Turnham Green had closed as an operational bus garage in May 1980, its buses (and the V allocation code) transferring to the former Chiswick High Road tram depot (which was renamed Stamford Brook). However, Turnham Green was retained for other functions, including the storage of new and redundant buses. A BL, RM and DMS bus can be seen in the background. The allocation code XV was used (perhaps derived from ex-V) but it is not known if this was official, and it was almost certainly never applied to any vehicles. The garage was finally closed in 1986 and has since been demolished.



Photo 4047, by **Derek Everson**, added to LTSV on 06/08/2012.

Photographed emerging from Acton Works on 11th June 1990, 3494F was a LWB petrol Ford Transit Mk3 van new in autumn 1987. It was unmarked apart from fleetnumbers and 'Installation Manager' lettering on the doors. Something I had not noticed before is that the switch from grey to red livery on LT's Ford Transit vans seems to have happened with the change from the Mk2 model to the Mk3. Could it be that grey was not an option on the Mk3?

Photo 4048, by **Adam Floyd**, added to LTSV on 06/08/2012.

Rather curiously, the second photograph from Adam Floyd is also a rear view of a former Metronet Vauxhall Combo van now to be found in Buckingham (see the other one in photo 3916). 5748V was used by both the SSL and BCV divisions of Metronet before being sold in 2008 or 2009. Photographed on 12th May 2012, traces of the Metronet logos can still be made out on the bodysides and doors. It was parked off the road and was actually unlicensed (SORN) at the time.

Comment by *Adam Floyd* on 12/08/2012: Now licensed again and has been seen in the nearby public car park.

Photo 4049, by **Ray Monk**, added to LTSV on 06/08/2012.

6818F is one of a pair of silver Ford Transit minibuses kept at the Westdown Road facility in Leyton (originally known as Drapers Field). It has been seen out and about both at night and during the day, as here on Eastcheap in the City of London on 5th April 2012.

Photo 4050, by **Ray Monk**, added to LTSV on 06/08/2012.

Continuing our gradual coverage of the large batch of LUL Ford Transit crew vans numbered between 6907F and 6940F, here we see 6935F passing Acton Town station on 23rd March 2012. One of this batch was withdrawn early, 6932F suffering very severe accident damage in May or June 2011.

Photo 4051, by **London Spotter**, added to LTSV on 06/08/2012.

This is an odd one. This Ford Focus estate car was seen at Acton Works when brand new in September 2010. However, nothing more was seen of it until 29th June 2012, when it was found (coincidentally by the same person who originally reported it) parked in Whitstable in Kent. Presuming that it does actually come in to London sometimes, it has done well to avoid being seen by our (very dedicated) reporting team. Anyway, at least we now know its fleetnumber and operator.

Photo 4052, by **Graham Brown**, added to LTSV on 06/08/2012.

Mercedes-Benz Sprinter vans 7002M, 7009M and 7010M are seen at their home base of Aldgate Bus Station on 12th May 2012. All have been shown on this site before. However, this view is the first to show both types of 'green' red Ford Transit together. Nose out is Ashwoods hybrid 6986F, part of the operations fleet and therefore in the same livery as the Mercedes vans. This and sister 6985F have been moving around various locations since delivery in late 2010, presumably to test their accumulator power packs under various conditions. Next to 6986F, and nose-in as usual, is Smith electric conversion 7160F, used by LBSL Infrastructure and carrying the orange squares livery.

Photo 4053, by **Ray Monk**, added to LTSV on 06/08/2012.

Delivered in April 2011, Ford Transit dropside truck 7035F was not seen in daylight until Ray caught it leaving Hainault depot on 9th July 2012. As can be seen, it has a tail-lift but no crew-cab. There also appears to be a small crane or hoist behind the cab.

Comment by **Ray** on 09/05/2013: It is a small crane on the flatbed.

Photo 4054, by **Ray Monk**, added to LTSV on 06/08/2012.

Tube Lines took eleven new Vauxhall Astra vans in January 2012, all for use by the lifts and escalators section. Several are usually parked at Frank Pick House in Acton, but the remainder are outstationed. 7255V was found parked in front of the old cinema at Well Hall Roundabout in Eltham on 29th March 2012. Ray extends his domination of the photos section of this website, this being his 800th to be published. For the record, as of last week, he has e-mailed me a total of 2,000 SV photographs.

Photo 4055, by **Ray Monk**, added to LTSV on 06/08/2012.

Of the twenty-one new MB Sprinter vans leased for LBSL in spring 2012, five were first allocated to Eltham Bus Station. 7289M however did not stay long, and its current allocation is not yet known. It was photographed at Eltham on 12th May 2012.





Photo 4056, by **Ray Monk**, added to LTSV on 06/08/2012.  
 LBSL Incident Response Unit 7305M has been a regular at Cromwell Road Bus Station in Kingston since delivery in February 2012. Seen on 8th May 2012.



Photo 4057, by **Ray Monk**, added to LTSV on 06/08/2012.  
 Deliveries of Peugeot Partner Tepee estate cars have continued since the first arrived in early 2011, alongside examples of the broadly similar Renault Kangoo estate. 7314P was seen approaching Acton Works on 26th June 2012.



Photo 4058, by **Ray Monk**, added to LTSV on 06/08/2012.  
 High-roof Ford Transit crew van 7334F was seen leaving Acton Works on a sunny 12th July 2012.



Photo 4059, by **Ray Monk**, added to LTSV on 06/08/2012.  
 Renault Kangoo Maxi van 7362R was found parked on North Crescent at West Ham on 23rd July 2012. Quite a few Vauxhall Combo vans were latterly based here and at nearby Stratford Market Depot and the recent Kangoo vans are probably replacements.

Photo 4060, by **Ray Monk**, added to LTSV on 06/08/2012.

Two of the newest and one of the oldest service vehicles, photographed at Finchley Central Station on 2nd August 2012. The allocation here was largely renewed in mid-2012, with new deliveries of three types. On the left is Ford Transit crew van 7409F, a medium wheelbase example. On the right is Renault Kangoo estate car 7385R, one of a large batch (numbers in the range 7382R to 7399R have been reported so far) recently taken for Tube Lines. The third type is the Ford Focus estate car, but this is represented here by 5-and-a-half year old 6081F, transferred up from Euston in 2011.

Photo 4061, by **Ray Monk**, added to LTSV on 06/08/2012.

Photographed on delivery to Acton Works on 26th June 2012 (the day it was licensed), LX12UHL is a 'normal' length Renault Kangoo van. These have been outnumbered recently by the longer Maxi model. This van soon entered service with LUL, having gained a red stripe and fleetnumber 7426R.

Photo 4062, by **Graham Brown**, added to LTSV on 06/08/2012.

Recently reported for this time, this Toyota Prius is a bit of a mystery. Although lettered for TfL Streets, it carries a non-standard silver livery and is also unusual for not having been operated from new. It could in fact belong to a contractor. Various firms such as Volker and Mouchel operate vehicles (including Prius cars) on behalf of TfL, and these often carry TfL lettering and/or logos. They also always show the contractor's name as well though, whereas this example does not. Photographed opposite the Palestra building in Southwark on 23rd July 2012.

Photo 4063, by **Graham Brown**, added to LTSV on 06/08/2012.

A much more straightforward TfL Streets Toyota Prius is LS61XPG, delivered (via Acton Works) in January 2012 and based most likely at Chancel Street in Southwark. It was photographed nearby, outside the Palestra building on 4th July 2012.

Photo 4064, by **Ray Monk**, added to LTSV on 06/08/2012.

Ray recently discovered that the Renault vehicles leased for the central fleet are being supplied by the dealership off Western Avenue near Park Royal. As evidence, this photo shows one of three Kangoo Maxi vans found there on 23rd July 2012. Over 50 Kangoos (a mixture of vans and estates) have been added in the past 6 months, vehicles being given fleetnumbers in the 73xx and 74xx ranges.

Photo 4065, by **Ray Monk**, added to LTSV on 06/08/2012.

Another Renault Kangoo, this time estate car LX12ZVP, was photographed entering Acton Works on delivery on 25th June 2012. I would guess that this car will be destined for Tube Lines and numbered in the 7382R to 7399R range.

Photo 4066, by **Ray Monk**, added to LTSV on 06/08/2012.

Tube Lines has taken delivery of two new Mercedes-Benz Actros artic tractors this year, but still has need to sometimes hire additional units. Photographed passing Acton Town station on 23rd July 2012, this Renault Premium has a sleeper cab and a large crane. Although barely visible in the sunshine, a Tube Lines label had been applied behind the cab door. The short flatbed trailer looks to be in LUL blue but its appearance does not match any of the known fleet members. It may also have been hired. Ray gets extra points for another 'SV plus girl/s' shot.

Photo 4067, by **John Hillman**, added to LTSV on 06/08/2012.

Both of these Arriva the Shires service vehicles were shown on LTSV back in April this year. However, since then, one of them has had a makeover. Originally in an unusual black and yellow colour scheme, former London taxi R146NGT has been repainted green and blue and given signwriting advertising Green Line service 758. It remains in use as a crew ferry vehicle at Hemel Hempstead, and was photographed in the bus station on 2nd August 2012. I have had a report that some crew ferry vehicles at Stevenage are also now in a green/blue livery, while one at Aylesbury now carries Arriva corporate blue and cream.

Photo 4068, by **Malcolm Conway**, added to LTSV on 06/08/2012.

Two of Quality Line's seven Toyota Yaris Verso crew ferry cars were withdrawn earlier in 2012 and this seems to have led to a renumbering of the remainder. LA04CGG shown here was originally Car7 but is now known as Car4 (latterly on LB04SBZ). Perhaps more curiously, this photograph was taken on 15th July 2012 in Sloane Square, rather far from any of Quality Line's routes (as their former name of Epsom Buses suggests, operations are centered on the south west fringes of London). It was perhaps on loan to co-owned London United, Quality Line having been bought by RATP Dev in April. LA04CGG was seen in use back in the Epsom area in early August.

Photo 4069, by **slr**, added to LTSV on 06/08/2012.

As mentioned recently (see photo 3924), First group sold its Northumberland Park garage, along with the buses and routes operated, to the Go-Ahead group in March 2012. It wasn't clear at first if any service vehicles were involved. However, this Volkswagen Crafter van, latterly based at Willesden Junction garage, was seen at Finsbury Park just before the sale. It had recently gained 'First Engineering Support' lettering. The next sighting was on 2nd August 2012, when it was photographed parked off Gaunt Street near Elephant and Castle. It was by then being used by Go-Ahead from their Stockwell garage, and had had its lettering suitably amended. It had also had IRU-style chevrons added, seemingly underneath the original yellow stripe.

Photo 4070, by **Ray Monk**, added to LTSV on 06/08/2012.

Arriva London's Vauxhall Corsa crew ferry cars do seem to be rather prone to reallocation, due to both route changes and attempts to balance the mileages. Photographed in the car park of Tesco on the Old Kent Road on 13th July 2012, car number 98 (FP11XAY) was evidently working from Ash Grove, whose route 168 has crew changes nearby. This car and similar 99 FG11XZZ (which was also present), both started out at Lea Valley garage (LV) before moving to Barking (DX) then on to Ash Grove (AE). By the way, all but the last 7 of the 1st generation of Corsa cars have now been withdrawn (fleetnumbers 92 to 136). 32 of these numbers have been reused on 2nd generation cars, with 13 not yet seen. It may be that route tendering losses have reduced the requirement and that the remaining numbers (112-120, 122, 125, 130 and 136) will not reappear.

Photo 4071, by **Thomas Young**, added to LTSV on 06/08/2012.

Steve and I made the long and rather bleak walk down to First's Dagenham Garage on 1st August 2012, primarily to try and determine whether this recently reported van was actually a service vehicle. As the photo shows, the results were somewhat inconclusive. SP12UVE was an anonymous Ford Transit Connect van, in a similar registration series to lettered SV SP12LUO (see photo 4038). However, it was parked in an area usually used by crew ferry contractors (note the D2D markings on the parking bays, this being for the firm Door-2-Door), and two other larger vans were seen nearby in First livery (albeit unlettered). Anyway, I have added SP12UVE to the database as a First vehicle for now. Also visible in this photo is one of two anonymous white 58-reg Ford Transit minibuses and also parts of two silver Ford Galaxy cars. All of these had private hire licence stickers in the windscreens, proving that crew ferry duties here are still undertaken by contractors.

Photo 4072, by **Richard Eversden**, added to LTSV on 06/08/2012.

The next eight photographs were all taken in Wales, although at least two have a London connection. First up is this view of Leyland Leopard towing bus TXA114K of Arriva Wales, taken at (I think) Aberystwyth Garage on 1st April 1998. This Alexander-bodied vehicle started life as bus FPE14 in the Fife Scottish fleet in 1972. It was later neatly rebuilt as a towing vehicle, renumbered L10 then 1044, and repainted yellow. Having disposed of all my old TAG and Capital Transport bus handbooks I'm not sure how this vehicle ended up in the Arriva empire. I also can't find my old 'I-Spy Car Registration Numbers' book (!) but I believe that X group registrations (such as TXA) were not normally issued after the licensing office reorganisation of 1974.

Photo 4073, by **Richard Eversden**, added to LTSV on 06/08/2012.

Newport Transport based in south Wales had an interesting bus fleet painted in a green and cream livery. In a contrasting red livery, Ford Cargo recovery truck FNM875Y was fleetnumber 182 when photographed at the garage on 23rd March 1998. The non-Welsh registration suggests this was a 2nd hand acquisition. Note the low-profile lifting gear.

Photo 4074, by **Richard Eversden**, added to LTSV on 06/08/2012.

Cardiff Bus has featured on this site before, but here is their Land Rover Defender van B56MSB, photographed at the garage on 30th April 1995. Although it looks rather rugged, Richard commented that it wouldn't 'pull the skin off a rice pudding'!

Photo 4075, by **Richard Eversden**, added to LTSV on 06/08/2012.

Davies Bros of Pencader was a traditional independent operator in South Wales, eventually taken over by SWT (South Wales Transport, now part of First). Photographed at their garage at about the time of the takeover, D367YAY was a recovery vehicle based on a very late model Bedford TL truck. The lifting gear looks rather antiquated. Note also the stripped down bus in the background.

Photo 4076, by **Richard Eversden**, added to LTSV on 06/08/2012.

Another traditional independent in the South Wales area was Brian Isaac of Morrision near Swansea. Many of their vehicles featured a very pale blue livery, as also carried by this Austin/Leyland/Rover Maestro van with fleetnumber 89. Although locally registered, the style of roof-rack makes me think this was a former British Telecom vehicle.

Photo 4077, by **Damon Cross**, added to LTSV on 06/08/2012.

Since LUL's new white/blue/red livery was only introduced in late 2009, it was unlikely ever to appear on a Ford Escort van. However, here is an approximation of it, on Newport Transport's P683YWN. Photographed at the garage during an official visit on 16th June 2012, several other service vehicles were seen in mainly white liveries.

Photo 4078, by **Damon Cross**, added to LTSV on 06/08/2012.

This vehicle has been around for years but I have overlooked publishing any photographs of it until now. Routemaster bus RM66 was sold to a preservationist in about 1987 and rebuilt as a shortened single-deck towing vehicle. Initially in a red/cream livery, it was later repainted green/cream with Allco Passenger Services lettering. In about 1993 it was bought by BTS of Borehamwood for active duty and was again repainted red/cream. Although not seen for many years, it is evidently back in preservation, and it appeared at the Swansea Festival of Transport on 17th June 2012. Despite never having operated for LT/LBL in this form, it now has their livery, complete with 'London Buses Limited' legal lettering.

Photo 4079, by **Damon Cross**, added to LTSV on 06/08/2012.

A rear view of the neat conversion work undertaken on former RM66 over 25 years ago. It was photographed in Swansea on 17th June 2012. Although not quite as rare as single-deck Routemasters, also visible here is one of the ever-decreasing number of Burger King restaurants! I will try and remember to dig out some earlier photographs of RM66 in the near future.

Photo 4080, by **Keith Grimes**, added to LTSV on 06/08/2012.

From the far west (Swansea) to the far east now, with this view of Hong Kong Citybus Hino recovery truck 01 in Aberdeen Praya Road on 30th October 2011. The white/blue/orange livery is quite unlike the distinctive bus livery of yellow/red/blue. By the way, one of the changes I am considering for the next version of this website is to hive off all the non-London photos into a separate set of pages. Some feedback would be useful on this. Do you think they should be kept apart, or do you not mind flicking through the odd half-dozen provincial/overseas photos now and then?

Photo 4081, by **Keith Grimes**, added to LTSV on 06/08/2012.

The biggest bus operator in Hong Kong is actually KMB (Kowloon Motor Bus), although they were traditionally found mainly on the mainland (Kowloon) rather than on Hong Kong Island. Their MAN recovery truck KP7490 was photographed on Salisbury Road (HK) on 4th November 2011.

Photo 4082, by **Glyn Matthews**, added to LTSV on 06/08/2012.

Sovereign Recovery's Volvo GN06CNZ (named Vulcan) has been shown here before. However, as Glyn pointed out, this photo does serve to illustrate the steady growth in the use of hybrid-powered buses in London. On tow at Trafalgar Square on 24th April 2012 is one of 26 ADL Enviro 400 hybrid buses used by Stagecoach London on route 15. Following just behind is a Wright-bodied Volvo B5LH hybrid of London Central, working on route 12. While the first batches of hybrids for London had a modified livery featuring green leaves around the lower parts of the body, more recent deliveries have just had green 'hybrid' lettering added. Despite my publishing 2 photographs of broken-down hybrids today, reports from the operators suggest that the latest vehicles have better reliability and efficiency than conventional buses.

Photo 4083, by **Malcolm Conway**, added to LTSV on 06/08/2012.

The main happening in London in summer 2012 has of course been the Olympic and Paralympic games. For transport enthusiasts this has brought a lot of interest due to the several hundred additional buses drafted in to work services for athletes and spectators. One bus that won't have seen much action is Stagecoach Enviro 400 19376 (SV58BNA), damaged before the games even started. On 25th July it was photographed being towed through Gants Hill by Dynes Recovery DAF XF fleetnumber 8 (LJ57DXD). Note the rather awful slogan on the sunvisor.

Photo 4084, by **Graham Brown**, added to LTSV on 06/08/2012.

Here's another photo where I could comment more on the bus than the service vehicle. But instead I will just stick to the facts! A total of eight Wrightbus NBfL (New Bus for London) hybrid double-deckers were delivered in 2012. Also known as the 'Borismaster', these distinctive vehicles have three doors (the rearmost of which is often left open) and two staircases. Although intended as a pre-production batch, it remains to be seen if more examples are ordered. On 17th July 2012, Graham found LT7 (LT12GHT) failed at Shaftesbury Avenue. Interestingly, rather than an Arriva engineer, it was being attended to by the manufacturer, using Renault Traffic van OU61FDZ.

Photo 4085, by **Derek Everson**, added to LTSV on 18/08/2012.

I am still slowly working my way through Derek's collection of 1980s service vehicle photographs, the latest being this view of Leyland Freighter 1613 dropside lorry 2395L leaving Chiswick Works on 11th October 1984. As can be seen, this lorry had a HIAB crane, resulting in the fitting of a split front bolster (removed by 1990 - see photo 162). It was listed as being one of the lorries repainted into the post-1990 white/blue livery but I haven't seen any photos to back this up. Curiously the DVLA database shows its last colour as being pink, even though it was last licensed in September 1995, just a few weeks after it left the LT fleet.

Photo 4086, by **James Mair**, added to LTSV on 18/08/2012.

Although it served London Transport for over 13 years, Ford Cargo 2407F seems to have been very rarely seen. Fortunately, James managed to photograph it a couple of times, included this undated occasion when it was found coming down Bollo Lane. A fairly standard Cargo 1613 dropside lorry, it was new in October 1983 and was not sold until February 1997. Initially grey, there is some confusion over whether or not it was later repainted in the white/blue livery.

Photo 4087, by **Thomas Young**, added to LTSV on 18/08/2012.

I'm adding a couple of lineside shots of Acton Works lorry yard today. The first is centred on a pair of MAN demountables, 2590 on the left and 2589 on the right. Both have the extended exhaust pipes although, as can be seen, these barely clear the box bodies fitted. 2590 is carrying DB01, a Locomotors box body with crew cab new in 1990. This is to the same design as DB2 to DB6 (the bodies used by the Emergency Response Unit), with a high level window in the offside, and twin windows set lower down on the front (so as to line up with the back cab windows on the lorries). 2589 is carrying DB14, also built by Locomotors but in 1993. The side window is lower, and the front window is one piece. Visible in the background (from the right) are DB7, the original Emergency Control Unit body, part of box body DB8 (with its unique light beacons) and several other bodies. Finally, on the left is a Dennis Elite dustcart, one of several hired refuse vehicles present at the time. 11th August 2012.

By the way, the addition of DB14 means that all but one of the demountable bodies have now been illustrated on this website. The exception is the mysterious DB21, listed as a 'Bushey Hall Winches Pullmaster Winch', about which no more is known.



Photo 4088, by **Thomas Young**, added to LTSV on 18/08/2012.

MAN 3-axle lorry RV120FK was delivered in May 2012 but has yet to be photographed on the road. It is visible on the left in this view of Acton Works' Lorry Yard taken on 11th August 2012. Also apparent are 2 of the 8 hired full-sized dustcarts present at the time. Both were Dennis Elite vehicles in white livery, the one in the centre having Collett Transport Services lettering. As can be seen, the hired vehicles all had Tube Lines labels applied on the cabs (small) and bodysides (large). It is presumed that they were taken on hire to cover extra requirements during the Olympic games.

Photo 4089, by **Thomas Young**, added to LTSV on 18/08/2012.

I have to thank Derek Everson for this photo. He told me several times that he had seen 6208F in a yard at Hounslow East Station. However, it was never there when I passed. It turned out I was looking in the wrong place. There is a permanent yard on the south side of the station (with a large power supply building in it). But, there is now also a yard on the north side, built on part of a small park and presumably temporary. Ironically, I first saw 6208F at Colindale, in a temporary yard built on part of a park (since returned to its original condition). New in June 2007, 6208F has recently lost all its lettering (at least on the nearside) and seems to also have a replacement drop-side door in grey (rather than blue). Photographed on 11th August 2012.

Photo 4090, by **Derek Everson**, added to LTSV on 18/08/2012.

Derek has made a few trips to the British Car Auctions site at Blackbushe Airport in recent months, meaning we will be able to publish photos of some service vehicles that were never captured during their first working life. Showing off the extended length of the Jumbo Ford Transit crew van, LS08OPA was leased in July 2008 and given fleetnumber 6466F. It was seen quite a few times, usually at night, and often near to the Bakerloo Line depot at London Road (Elephant and Castle), suggesting it was one of the small number of vehicles allocated there. It was withdrawn in May or June 2012 and Derek photographed it on 20th July 2012, the day after its 5th appearance at auction.

Photo 4091, by **Derek Everson**, added to LTSV on 18/08/2012.

The 7 Renault Trafic crew vans leased in late 2008 have never been well reported or photographed, no doubt due to their completely anonymous appearance. Luckily Derek knows his onions, and he recognised 6641 when he found it parked outside Harrow-on-the-Hill Station on 2nd August 2012. As it was there again when I passed through a week or so later, I have shown it as being allocated here. Note that the enclosed load space comes as far forward as half way along the side door window.

Photo 4092, by **Ivor Norman**, added to LTSV on 18/08/2012.

Vauxhall Combo van 7032V was new in April 2011 and has been reported quite a few times visiting Griffith House at night. On 27th May 2012 it was found in daylight, parked on the approach road to Epping Station. The number of Vauxhall Combos in the leased fleet has been dropping lately, many 2007 and 2008 examples being replaced by new Renault Kangoo's.

Photo 4093, by **Derek Everson**, added to LTSV on 18/08/2012.

As illustrated recently, Wakering Road at Barking gained an allocation of four new Peugeot Partner Tepee estate cars in June 2012. When Derek visited on 19th July, several vehicles were unusually parked on the road outside, rather than in the yard. There was also a slightly earlier Partner present in the form of 7047P. This car has mainly been seen at night before. Could it be that it was here to cover for a problem with one of the newer cars? In any case, this view of 7047P parked in front of 7449P allows us to play spot the difference between these two nominally identical cars. Firstly, the grille area has been revamped on the new car, losing the black and silver areas, and with a less-recessed badge. There is also now a row of small (LED?) lamps underneath each headlamp. Secondly, the newer car has a much shallower blue skirt, allowing the red band to be applied without disappearing behind the side rubbing strip. Thirdly, the two cars each have different wheel trims, and finally the newer ones have roof bars lacking on 7047P.

Photo 4094, by **Ray Monk**, added to LTSV on 18/08/2012.

Ray spent some time outside Hainault Station on 8th August 2012 and his patience was rewarded with this very rare daylight view of an LUL Renault Modus car. At least 15 of this model are operated by LUL (TfL Streets have a further pair) but, with the exception of 7331R at Lillie Bridge, we have no idea where they are kept. 7200R entered service in December 2011.

Photo 4095, by **Derek Everson**, added to LTSV on 18/08/2012.

Derek's latest set of photographs included several of the most recent batch of Incident Response Unit (IRU) vans for London Buses, so we will start with the first, 7286M. Despite being the lowest numbered of the batch, this was one of the last 4 to be delivered, entering service in May 2012. Since then it has been based at Edgware Bus Station, where it was photographed on 2nd August 2012.

Photo 4096, by **Thomas Young**, added to LTSV on 18/08/2012.

Licensed in March 2012, but first seen in July, 7340 is another example of the Mitsubishi L200 pick-up to join the leased fleet. It differs from the other two that we know about (7136 and 7318) in having a glazed hard-top fitted. On 11th August 2012 it was found parked at Acton Works and I was quite pleased to manage this view from a passing train. 7318 (which has already been photographed at this location - see photo 3893) was also parked nearby.

Photo 4097, by **Ray Monk**, added to LTSV on 18/08/2012.

Photographed through the mesh of the gates at Northumberland Park Depot on 16th August 2012 were two recently delivered Ford Transit crew vans. To the fore is 7433F, a short-wheelbase low-roof example, somewhat unusually fitted with roof bars. Parked behind was long-wheelbase mid-height 7323F. Northumberland Park is a large depot, with at least six places where service vehicles have been seen to park. This location, right next to the level crossing and the railway station, seems to be a new addition.

Photo 4098, by **Malcolm Conway**, added to LTSV on 18/08/2012.

Unique electric-powered Ford Transit Connect EU61CRZ was based at Eltham Bus Station from April 2012, but moved across to Stratford in July, presumably for use in connection with the Olympics. It was photographed at its new (perhaps temporary) home on 1st August, showing the curious arrangement of side windows.

Photo 4099, by **Ray Monk**, added to LTSV on 18/08/2012.

Arriva Southern Counties continues to take second-hand London taxis for use as crew ferries, some of the earlier examples not seeming to last too long. R452RRK, photographed at Eltham Bus Station on 23rd April 2012, was slightly unusual for having first being used from the Grays garage across the river. Also present were N415CMT (notably N416CMT has since been acquired as well) and L177RML.



Photo 4100, by **Thomas Young**, added to LTSV on 18/08/2012.

Almost half of London United's 22 new Ford Fiesta vans are based at Hounslow Heath Garage. They can be seen frequently visiting Hatton Cross Bus Station, or you can go to Hounslow Heath and take a walk down Green Lane to see them at home. This photograph, taken from the garage gates on 11th August 2012, shows 7 of the 10 Fiestas based here, and in fact FF1 through FF9 were seen within a few minutes. No sign of FF10 though, nor of the new Ford Transit van supposed to be allocated here. What was visible was the previous engineers van, Ford Transit S169TOC. This was SORN'd (declared as being off the road) several months before. We soon discovered that lots of other withdrawn London United service vehicles were still on company premises, about a dozen being found in a yard in Harlesden.



Photo 4101, by **Malcolm Conway**, added to LTSV on 18/08/2012.

Photographed leaving the Eton Manor Transport Hub (serving the Olympics park in nearby Stratford) on 9th August 2012, this tow truck was until recently part of the Sovereign Recovery fleet. It has had all of its company-related lettering removed, and has also gained a fleetnumber on the front corners (DG500), suggesting it has been sold. Having being used for less than 2 years, perhaps the 4-axle layout proved unsuitable for London use. The bus on tow is Stagecoach Enviro 300 number 27566, drafted in from Portsmouth garage.



Photo 4102, by **Richard Eversden**, added to LTSV on 18/08/2012.

An unexpected development in summer 2012 was the appearance of Sovereign Recovery DAF CF GN58KTX in red livery complete with London Buses markings. It could be that this is to replace similarly-liveried GM03TOW (see photo 2655), the Mercedes not having been reported in use for a while. Compared to SN08KVG (also a DAF CF - see photo 4101), GN58KTX has a lower-mounted cab, compensated perhaps by having a sleeper compartment on top. It was photographed at Oxford Circus bus stand on 6th August 2012.

Comment by *richard* on 05/09/2012: A possible reason for GM03TOW going is it may not have been LEZ compliant? The chassis for SN08 is a tipper chassis which do tend to be mounted higher.



Photo 4103, by **Derek Everson**, added to LTSV on 18/08/2012.

Another view of Sovereign Recovery DAF GN58KTX in its new livery, this time at Hyde Park Corner on 9th August 2012. Note the smaller back wheels, and also the London Buses lettering applied to the rear of the cab.



Photo 4104, by **Derek Everson**, added to LTSV on 18/08/2012.

With deliveries of the 58 8-car trains of S stock for the Metropolitan line now complete, the last few units of A stock are confined to a few peak hour services and contingency cover. Movements of cars for storage or scrapping has continued, mainly being loaded at Northwood Station sidings. As already shown (see photo 3846), some units are being taken to Eastleigh works. On 16th May 2012 it was the turn of driving motor car 5093 and trailer 6093. They were photographed coming up to the overbridge (with its tricky s-bend), loaded onto Allelys DAF lorries W948RWP and T300AHH. Passing beneath is a container train formed of DB Schenker (formerly EWS) FCA type wagons.



Photo 4105, by **Derek Everson**, added to LTSV on 24/08/2012.

Taken on 9th May 1987, this is a view of the large yard at the front of Chiswick Works, originally used by trainee bus drivers but later taken over by the Distribution Services fleet. Visible are a variety of Leyland, Dodge, Ford and Bedford lorries, all in the standard grey livery of the time. The dropside lorry on the right is believed to be 2308B, new in 1981. Most Bedford TL dropside lorries had either crew-cabs and/or tail-lifts and were generally the heavier weight variants. 2308B was a lighter TL860 and (if this is actually 2308B in the picture) appeared to have metal drop-sides rather than planked ones. It lasted just six and a half years with LT and does not appear to have ever been clearly photographed.



Photo 4106, by **James Mair**, added to LTSV on 24/08/2012.

Not previously illustrated, 2494M was one of five Mercedes-Benz 1114 demountable lorries bought in 1990 and used to replace Ford D-series emergency response trucks. It was photographed on an unknown date at Ruislip Depot, perhaps on the occasion of an open day. Following the delivery of Volvo demountable lorries 2566V to 2570V in late 1998, the Mercedes were sold off, 2494M departing in June 1999.



Photo 4107, by **John Marshall**, added to LTSV on 24/08/2012.

Photographed in Acton Works on 21st August 2012, BV57FRN was an Iveco Eurocargo box truck on hire from Fraikin. It had been given Emergency Response Unit labels on the cab doors and had perhaps been hired to provide additional cover during the Olympics and Paralympics Games period.



Photo 4108, by **Derek Everson**, added to LTSV on 24/08/2012.

Although still lettered for Network Development, Ford Transit minibus 6498F had in fact been replaced by the arrival of newer 7466F and 7467F in June 2012. However, along with sister vehicle 6460F, it was retained for use by London Buses' Operations department during the Olympic games. It was based at Eltham Bus Station (where it was photographed on 12th July 2012), perhaps to allow the transfer of electric Transit Connect EU61CRZ (see photo 4098) to Stratford.



Photo 4109, by **Thomas Young**, added to LTSV on 24/08/2012.

Standard Ford Transit van 6862F was new in February 2010 but managed to go for over two years without anyone seeing it. Where it spent this time is a bit of a mystery, but then one day in July 2012 I chanced across it in the car park at Neasden Station. Both Ray and Steve quickly visited, in case it disappeared again. However it then turned up at the Baker Street offices on Allsop Place. It was photographed there just after midnight on 23rd August 2012.



Photo 4110, by **Thomas Young**, added to LTSV on 24/08/2012.

Vauxhall Astra van 6968V is one of several vehicles which I have listed as being allocated to Baker Street but which in reality are only seen there at night-time. On 22nd August 2012 it was photographed parked on Melcombe Street, near to Baker Street station. Just apparent is the slightly smaller fleetnumber suffix letter V applied (to both sides).



Photo 4111, by **Thomas Young**, added to LTSV on 24/08/2012.

Griffith House remains probably the best place for the quantity of photographable service vehicles, with just two drawbacks: They are only there between about 11pm and midnight, and there is not so much variety in the types to be seen. Short-wheelbase Ford Transit crew vans are very much the most common type to be seen in recent years, typified here by 7024F and 6878F parked on Seymour Place on 22nd August 2012.

Photo 4112, by **Thomas Young**, added to LTSV on 24/08/2012.

Photographed on Old Marylebone Road (close to Griffith House) on 22nd August 2012, 7033V was a Vauxhall Combo van new in spring 2011. For reasons that are not clear, almost all of the LUL vehicles that work from Griffith House have red/yellow chevrons applied to the rear, even though identical vehicles at other bases lack them.

Photo 4113, by **Colin Lloyd**, added to LTSV on 24/08/2012.

Vauxhall Combo van 7099V is one of three of the type based at Pelham Street in South Kensington. In Metronet days vehicles there often had additional 'Operations Group' lettering, but the London Underground livery carried now is the same as everywhere else. The van was caught coming around Aldwych on 9th August 2012. Apart from a single example that came in November 2011 (7146V), 7097V to 7099V appear to be the last Vauxhall Combos for the leased fleet. A new model Vauxhall Combo was launched in 2012 but Acton's preference seems to have turned to the similarly-sized Renault Kangoo van.

Photo 4114, by **Thomas Young**, added to LTSV on 24/08/2012.

One of the phrases that I seem to use a lot in these photo captions is 'normally only seen active at night', but it is certainly the case that a large part of the LUL-related fleet is indeed nocturnal. Two such vehicles are Volkswagen Transporter vans 7147VW and 7073VW, found parked on Minorities at Aldgate at 2am on 23rd August 2012. Having only been reported at a variety of inner London tube stations, it is hard to know where they are allocated. Their role may be related to that of Ford Transit Connect vans 5612F and 5786F. That pair were photographed in exactly the same location one night almost six years previously (see photo 1508).

Photo 4115, by **Thomas Young**, added to LTSV on 24/08/2012.

A slightly duff photo, and very similar to one already published (see photo 3886), I have included this one more for the vehicles in the background. Taken from a train passing Frank Pick House at Acton on 11th August 2012, on the left is Renault Kangoo Maxi van 7181R. Next to it is Ford Transit Connect 6152F, a rather surprising survivor. New in early 2007, it has lasted a lot longer than most leased vehicles, and has come through the replacement of most of the Tube Lines lifts and escalators fleet with newer vehicles over the winter of 2011. Beyond 6152F are Kangoo Maxi 7176R, a Transit crew van and a further Kangoo Maxi. On the opposite side of the yard is 7430F, one of the three all-white Transit crew vans delivered in May 2012 and which we believe are fitted out as staff welfare vehicles. Finally, on the far right is the back end of Mercedes Sprinter dropside 6695M.



Photo 4116, by **Thomas Young**, added to LTSV on 24/08/2012.

Parked on Melcombe Street (near Baker Street Station) in the early hours of 23rd August 2012 was Ford Transit high-roof crew van 7198F. Except that it can't be 7198, as that number has already appeared on a Tube Lines Vauxhall Astra van based at Frank Pick House. Unless we receive an official fleetlist we may never know what this van is actually numbered, but we can indulge in some speculation. As already noted, the four electric Transit vans for London Buses appeared rather strangely as 7160F, 7161F, 7162F and 7193F, while the fleetnumber 7163 remained curiously vacant. Perhaps the red 7193F should actually be 7163F, while either 7198F or 7198V was meant to be 7193.... Another unknown at present is where this van is allocated, although sightings at Lambeth North make London Road depot a candidate.

Comment by *Thomas Young* on 21/10/2012: We have now had an official fleetlist, but it doesn't really help much. Although it confirms that LBSL Transit NK60FVE should be 7163F (thus freeing up the number 7193), both the LUL Transit and JNP Astra are shown as 7198!



Photo 4117, by **Thomas Young**, added to LTSV on 24/08/2012.

Gotcha! I finally managed to photograph an LUL Renault Modus car when we chanced upon 7204R parked amongst a huddle of contractor's vans outside Aldgate Station in the early hours of 23rd August 2012. The timing was particularly lucky as it had gone when we walked past again a few minutes later.



Photo 4118, by **Thomas Young**, added to LTSV on 24/08/2012.

The delivery of a large number of Renault Kangoos from late 2011 onwards included estate cars and long, medium and short length vans. The short vans, branded as Kangoo Compact (see photo 4003), are the rarest and also the easiest to identify. However, I admit to having trouble sometimes telling the regular Kangoo from the Kangoo Maxi. This photograph, taken on Harcourt Street near Griffith House on 22nd August 2012, has helped. To the fore is 'regular' Kangoo 7215R, with the runner for the side cargo door extending to the rear of the bodywork. Behind is Kangoo Maxi 7214R, with a space beyond the end of the door runner, an elongated rear wheelarch shape, and a piece of black plastic applied to the skirt ahead of the rear wheel.



Photo 4119, by **Derek Everson**, added to LTSV on 24/08/2012.

Based on observations I estimate that almost 100 service vehicles are based at (or at least work from) Lillie Bridge depot. The allocation has been refreshed in the past year, with two large batches of Ford Transits comprising 7104F to 7116F in late 2011 and 7231F to 7245F in spring 2012. Both batches include a mix of dropside trucks and vans. Two of the newest crew vans were photographed at home on 5th July 2012, in the form of 7232F and 7234F. Apparently identical, notable features are the slightly offset rear step and the spinning roof vent towards the back of the roof on both vans. Although not visible in many photographs, these vents appear to be fitted to some Transit vans since about 2010.





Photo 4120, by **Derek Everson**, added to LTSV on 24/08/2012.

Another pair of Ford Transits at Lillie Bridge on 5th July 2012, this time dropside trucks 7239F and 7244F. Both vehicles have crew-cabs (and no tail-lifts), but the style of body and headboard fitted is noticeably different. It may be that one of them is a tipper, or perhaps a side-tipper. Having said that, both seem to have bottom-hinged tail-gates. Note the variety of safety and operation instructions inside the front bulkheads. Just visible on the left is Volkswagen Caddy crew van 7124VW.



Photo 4121, by **Ray Monk**, added to LTSV on 24/08/2012.

7246VW and 7247VW are a pair of easy-to-see Volkswagen Transporter vans delivered in December 2011. Both are based at Acton Works and can often be seen going up and down Bollo Lane in the daytime (as shown by 7246VW on 30th July 2012). Although low-roofed, this pair seems to have replaced mid-height 6524VW and 6575VW (see photo 3126).



Photo 4122, by **Derek Everson**, added to LTSV on 24/08/2012.

Photographic coverage of the 2012 Incident Response Unit vans continues with this view of 7291M at Uxbridge Bus Station on 2nd August 2012. It was parked with resident electric Infrastructure van 7161F while almost out of sight at the back was Ford Fiesta car LM61JHX, recently transferred across London from Stratford.



Photo 4123, by **Malcolm Conway**, added to LTSV on 24/08/2012.

After a slightly iffy start to the Summer, late July and early August 2012 provided some very fine weather. Catching the sun at Gants Hill on 6th August was Incident Response Unit van 7295M, based at Turnpike Lane but which seems to often work in east London.



Photo 4124, by **Thomas Young**, added to LTSV on 24/08/2012.

Renault Kangoo Maxi van 7335R was photographed parked on Baker Street early on the 23rd of August 2012. The only earlier sighting of this van was at Rickmansworth in May.



Photo 4125, by **Ivor Norman**, added to LTSV on 24/08/2012.

One of a large number of Renault Kangoo estate cars leased in summer 2012 for use by Tube Lines is 7397R, based at Stratford Station. It was photographed on the nearby High Street on 2nd August 2012.



Photo 4126, by **Thomas Young**, added to LTSV on 24/08/2012.

One of very few Ford Focus estate cars leased in recent months, 7405F was assigned to Tube Lines and photographed at Golders Green Station on 14th August 2012. Compared to earlier versions (such as 5500F of 2003 - see photo 1328) the Focus has become ever more 'wedgy'.



Photo 4127, by **Thomas Young**, added to LTSV on 24/08/2012.

Ah, the perils of night-time photography. On my recent trip I was generally using a 3.2 second exposure, with a 2 second shutter release delay added to avoid vibrations. When photographing across a road it was not always possible to predict whether any traffic would pass in front of your subject within those 5.2 seconds. This shot of Renault Kangoo Maxi van 7419R parked on Seymour Place (near Griffith House) was affected by a single car passing. I managed to re-do the shot, but I decided to use the first one as I thought it was more interesting. Note the black trim ahead of the rear wheel, and also the offside cargo door. Although it may not be a guaranteed recognition feature, all the Kangoo Maxi vans used as service vehicles seem to have cargo doors on both sides, while regular Kangoos have them on the nearside only. 22nd August 2012.

Photo 4128, by **Thomas Young**, added to LTSV on 24/08/2012.

The vehicles parked around Griffith House at night currently comprise mainly short-wheelbase Ford Transit crew vans and Renault Kangoo vans. One of the latter was 7423R, photographed near the bottom of Harcourt Street on 22nd August 2012. Although a regular length Kangoo van, the lack of offside cargo door makes it appear longer. Perhaps the safest way to tell Kangoos from Kangoo Maxis is whether or not there is black skirt trim ahead of the rear wheel. Parked behind is a vehicle that proves the exception to two rules. Vauxhall Combo van 7032V is one of a small number of this type to still be found here, while it was also one of very few vehicles here not to have rear chevrons applied.

Photo 4129, by **Kim Rennie**, added to LTSV on 24/08/2012.

Honda CR-V service vehicles have an annoying tendency to not carry their fleetnumbers. The four leased in 2009 (which themselves replaced an initial quartet leased in 2006) started to be replaced in mid-2012. LC12XVO was photographed at Acton Works on 1st August 2012. As with the previous batch, silver livery is worn, while ladders are very often carried.

Photo 4130, by **Derek Everson**, added to LTSV on 24/08/2012.

A very interesting photo taken inside Abellio's Fulwell Garage on 12th May 2012 shows five service vehicles in varying states of repair. With the exception of Ford Transit crew van HV07KMY on the far right, all the vehicles have been marked up as withdrawn in our database. Several certainly were delicensed, perhaps being retained for spare parts.

Photo 4131, by **London Spotter**, added to LTSV on 24/08/2012.

Following the disposal of the 2006 batch of Mercedes-Benz Vito minibuses (many of which transferred to Go-Ahead London), the oldest crew ferry vehicles with Metrobus are two Vitos acquired in March 2008. All of the Vitos (including the 8 recent additions) have always worked from Croydon garage, so they can often be seen visiting Addington Village Interchange. Photographed there on 8th August 2012 was Metrobus 8027 (RK08WNE) parked in front of one of the 2012 examples. The slight change to the headlight shape (and trim surround) on the latter is apparent.

Photo 4132, by **Ray Monk**, added to LTSV on 24/08/2012.

Another slight mystery is presented by this photograph taken at Northumberland Park bus garage on 16th August 2012. This operation passed from First to Go-Ahead at the end of March 2012. We later learned that a Volkswagen Crafter van (VO59XSD - see photo 4069) was included in the deal, although it subsequently moved to Go-Ahead's Stockwell Garage. Vauxhall Combo EX03MHA is also still on site and still licensed but does not appear to be used much (ever?). The discovery of this low-roof Ford Transit van was puzzling. Its age (over 2 years old) and side lettering (seems to read 'Engineering Dept' in a similar style to that on VO59XSD) suggests it was bought new by First London. But then where it has been for the past two years, and why would First go for a Ford at a time when they had standardised on Volkswagens? Maybe it was acquired by Go-Ahead more recently, or perhaps it isn't actually a bus company vehicle at all. I don't know OK, so just get off my back about it will you....Ahem. Also visible are some of the silver Ford Galaxy minicabs used as crew ferries, and a couple of buses renumbered by Go-Ahead. Rather than integrating them with similar types, Go-Ahead started new series with prefixes modified with an N. For example, PVN4 on the right is pretty much identical to a Go-Ahead PVL, while the WVN on the left is likewise akin to a WVL.

Comment by *slr* on 01/09/2012: If it helps, I was in NP garage on 26/08/12 and it was in the garage for the few hours I was there, I believe it is their engineering van. Doesn't look like a Go-Ahead purchase as they normally go for mid-roof and wouldn't add yellow lettering to it. Also saw MF1 in there (electric dropside transit) The Galaxy cars on the left are owned by Addison Lee, to whom Go-Ahead pay a fortune for ferry duties, honouring an earlier contract entered into by First Group.

Photo 4133, by **Derek Everson**, added to LTSV on 24/08/2012.

We know that London United took nine new Ford Transit vans in May 2012 to renew their engineering fleet. We also obtained a list of the planned fleetnumbers and allocations but unfortunately these were changed before delivery. Only three of the vans have been reported so far, but that was enough to deduce that the fleetnumbers were actually applied in registration number order. Hence EK12OKL became FT4 at Shepherds Bush instead of FT7 at Stamford Brook. It was photographed in the garage car park on 30th June 2012.

Photo 4134, by **Malcolm Conway**, added to LTSV on 24/08/2012.

Quite a good photo under the circumstances, Malcolm caught Go-Ahead London Ford Transit van EY12JGV leaving Stratford Bus Station on 10th August 2012. If any of you have been paying attention you will notice the seam line immediately above the side doors, signifying a short-wheelbase, mid-height variant. There is a Buses roundel on the side, along with a Go-Ahead logo, and a small roundel on the rear. The van is based at the Silvertown garage of Docklands Buses.

Photo 4135, by **Malcolm Millichip**, added to LTSV on 12/09/2012.

Unique Ford S-Max car 6221F is now a bit easier to see, having moved from the covered car park at Vandon Street round the corner to an open yard on Palmer Street (behind the 55 Broadway complex). It was seen there on 23rd August 2012. Photographers should exercise caution though, since the yard and buildings are police property and considered sensitive (they are blurred out on Google Streetview). 6221F is now over 5 years old and probably due for replacement.

Photo 4136, by **Thomas Young**, added to LTSV on 12/09/2012.

I was rather surprised to find that I had not yet published a photo of Ford Transit crew van 6588F, a vehicle that is very easy to see in its normal parking space at Neasden Station yard. Observations suggest that most of the vehicles from that location are driven down to Baker Street each night before going off to do whatever it is that service vehicles do at night. 6588F was photographed at the top of Baker Street at exactly midnight on 22nd/23rd August 2012. This van, along with similar 6582F also of Neasden, was new in December 2008 and is thus due for replacement.

Photo 4137, by **Ray Monk**, added to LTSV on 12/09/2012.

Several vehicles have been seen carrying Emergency Response Unit labels recently, perhaps reflecting an increased role during the period of the Olympic and Paralympic games. As well as the Iveco lorry illustrated last month (see photo 4107), a Hyundai car has been noted, and this Ford Transit Connect van. 6625F was new in November 2008 and is often to be seen in the vicinity of Acton Works. On 10th September 2012 it was passing Chiswick Park Station on its way back to the works. The red reversed label on the front is similar to the one seen on 5724F back in 2005 (see photo 985).

Photo 4138, by **Derek Everson**, added to LTSV on 12/09/2012.

Three of the 2012 batch of Incident Response Unit vans have settled at Uxbridge Bus Station, the last of the trio to be illustrated being 7296M. It was found parked on the side road on 2nd August 2012. LBSL vehicles had been kept in the car park (see photo 3720) behind here in the past but this view suggests that construction work is now taking place there.

Photo 4139, by **Ray Monk**, added to LTSV on 12/09/2012.

We now have allocations for all but two of the 2012 batch of LBSL Incident Response Unit vans. Of that pair, 7289M was at Eltham (see photo 4055) but has now moved on, while 7299M has only been seen at the Mercedes dealership and in the vicinity of Acton Works. Indeed on 28th August 2012 it was caught leaving the works on the back of a recovery truck.

Photo 4140, by **Kim Rennie**, added to LTSV on 12/09/2012.

Almost 40 Peugeot Partner Tepee cars have been leased since the first arrived in spring 2011, most being for use by LUL. 7336P was a one-off addition in April 2012 (having said that, adjoining registration KX12WNV is on an un-numbered silver Partner with LUL). On 11th September 2012 it was photographed at Neasden Depot, with an 'Emergency Response' sign in the windscreen. Early Partners had the blue skirt carried up to the level of the side moulding, the red stripe thus being obscured. More recent additions have a shallower skirt.

Comment by *Kim Rennie* on 14/09/2012: At Neasden, Klondyke House.

Photo 4141, by **Kim Rennie**, added to LTSV on 12/09/2012.

The march of the Renault Kangoos continues, at least 80 examples having been leased in the past year. 7366R is a Kangoo Maxi van for Tube Lines, photographed at Ruislip Depot on 11th September 2012.

Photo 4142, by **Ray Monk**, added to LTSV on 12/09/2012.

Among the new vehicles allocated to Finchley Central recently is Ford Focus estate car 7408F, photographed there on 9th September 2012. Similar 7405F was also present, along with three Ford Transits and a pair of Renault Kangoos, all of which had '12 registrations.



Photo 4143, by **Ray Monk**, added to LTSV on 12/09/2012.

The first '62-reg service vehicle to be shown on this site is Ford Transit dropside truck 7470F, photographed leaving Acton Works on 10th September 2012. Also visible are one of the Mercedes Axor lorries and an Iveco Stralis.



Photo 4144, by **Kim Rennie**, added to LTSV on 12/09/2012.

Iveco Trakker tipper LK58HKN was on demonstration during an industry open day at Ruislip Depot on 11th September 2012. In this view it has its grab loading arm extended and stabilisers deployed (note that the front wheels are not on the ground). This view is very similar to one of its predecessor, Mercedes Actros 2578M at the same location about 10 years earlier (see photo 167).



Photo 4145, by **Malcolm Conway**, added to LTSV on 12/09/2012.

An excellent photo of an unexpected vehicle, this is Citroen Nemo electric van LK09EFE on Bollo Lane on 11th September 2012. As can be seen, it carries almost standard Tube Lines livery with the addition of a large 'Go Green' graphic, and the TfL slogan already seen on vehicles such as the LBSL Ford Transit vans (see photo 3570). First licensed in March 2009, it seems unlikely that this vehicle has been with Tube Lines since new, although second-hand acquisitions are very rare. The Citroen Nemo is virtually identical to the Peugeot Bipper design already in use with TfL Streets and Tube Lines.



Photo 4146, by **Thomas Young**, added to LTSV on 12/09/2012.

Toyota Prius hybrid electric car FY10ZXV was new in July 2010 for the TfL Streets fleet based at Southwark. It was photographed passing Lambeth Palace on 5th September 2012. The topical aspect of this photograph is nothing to do with service vehicles. In the background is a statue of the 'Mandeville' Olympics mascot character. Just over 80 individually decorated statues were placed around central London, and my daughter decided she wanted to see them all!



Photo 4147, by **Ray Monk**, added to LTSV on 12/09/2012.

Volkswagen Caddy crew van RK12UHA was new in March 2012, being seen before delivery at the dealership in Bedfont. It was unlettered at the time, and has evidently remained so. A fleetnumber is no doubt allocated, and the van could have been acquired to replace similar 6462VW (see photo 2383). On 28th August 2012 Ray caught it at the top of Bollo Lane, no doubt heading for Acton works for inspection of the accident damage visible on the nearside.



Photo 4148, by **Malcolm Conway**, added to LTSV on 12/09/2012.

Malcolm caught this fine view of Volkswagen Caddy crew van RK62XHG on Bollo Lane on 11th September 2012. Three such vehicles were seen heading for Acton Works, all of which had only been licensed that day. It remains to be seen what fleetnumbers and operator logos they are given.



Photo 4149, by **Ray Monk**, added to LTSV on 12/09/2012.

Arriva Southern Counties' Dartford garage continues to get through former London taxi cabs, at least 20 having been operated since the first arrived in April 2010. One of the most recent additions is silver M904MUV, arriving in about August 2012 and allocated fleetnumber CF38. It was photographed parked with another example (dark green CF39 N416CMT) at the bus stand on Eltham High Street on 23rd August 2012.

Comment by *Ray* on 13/09/2012: Note the controller's car (Vauxhall Vectra) in the background. This (one of two) can often be found here or at Bexleyheath.



Photo 4150, by **Ray Monk**, added to LTSV on 12/09/2012.

Arriva the Shires has taken to using former London taxi cabs as crew ferry vehicles in a big way recently, with at least nineteen examples acquired in the past year. They are allocated fleetnumbers in the CFxx series started by Arriva Southern Counties (instead of the traditional Shires numerical series) but differ from the similar vehicles there in that they have all been repainted. CF87 (N176CMC) photographed at Luton Garage on 31st August 2012 is one of several to carry an unusual green and blue scheme with advertising for Green Line route 757.





Photo 4151, by **John Hillman**, added to LTSV on 12/09/2012.

The other colour scheme worn by Arriva the Shires' recently acquired taxi cabs is Arriva corporate blue, complete with a cream 'swoop'. CF82 (P338RYL) is allocated to Stevenage but was photographed at Welwyn Garden City on 5th September 2012. Another contributor sent a nice view of two such vehicles in the same location but it was unfortunately too small to be used.



Photo 4152, by **Ray Monk**, added to LTSV on 12/09/2012.

While hunting taxis at the Arriva the Shires garage in Luton on 31st August 2012, Ray managed to photograph a couple of the other resident service vehicles. Ford Transit YA02GDL has already been shown on this website twice. However, the livery has since changed, with additional side chevrons and new lettering.



Photo 4153, by **Ray Monk**, added to LTSV on 12/09/2012.

Vauxhall Combo van NU55FPV is allocated fleetnumber 1149 in the Arriva Shires fleet and is based at Luton Garage. It carries the current engineering version of standard livery and was photographed leaving the garage on 31st August 2012.



Photo 4154, by **Malcolm Conway**, added to LTSV on 12/09/2012.

An unexpected vehicle to find parked at Stratford Bus Station on 8th September 2012 was this Citroen Relay van of Flintshire Truck and Bus. It may have been in London in connection with the large number of provincial buses drafted in for use during the Olympic and Paralympic Games.

Photo 4155, by **Derek Everson**, added to LTSV on 03/10/2012.

6330F was, with 6331F, one of a pair of seemingly identical Ford Transit long-wheelbase vans that worked from Lillie Bridge for four years from 2008. The pair were slightly unusual for leased vehicles in having consecutive registrations. Both were delivered in white/blue livery with Metronet markings, later gaining the London Underground variant, and both were sold through BCA in spring 2012. However, despite the registrations, the two vans were licensed and delivered about four weeks apart, 6330F in March 2008 and 6331F in April. Also, a fleetlist we received in 2009 suggested that the pair were in fact different, 6330F being a front wheel drive 110 T350 and 6331F a rear wheel drive 100 T350. However, this photo of 6330F at BCA Blackbushe on 16th May 2012 shows it badged as a 100 T350. I'm not sure if there are any external indications of whether Transits have rear or front wheel drive.

Photo 4156, by **Thomas Young**, added to LTSV on 03/10/2012.

6877F is one of many short-wheelbase Ford Transit crew vans that work out of Griffith House, although as I have mentioned many times, they are not in fact kept there. A lot of the vehicles that turn up there late at night seem to always park in the same places. 6877F is often left on Cosway Street, on the north side of the Marylebone Road, as here on 22nd August 2012.

Photo 4157, by **Thomas Young**, added to LTSV on 03/10/2012.

Another pair of Griffith House SWB Ford Transit crew vans, this time 7028F (front) and 7020F (behind). They were parked on York Street (at the bottom end of Harcourt Street) on 22nd August 2012. Visible behind 7020F is Shillibeer Place, the first of two times that name will appear in this batch of photos.

Photo 4158, by **Ray Monk**, added to LTSV on 03/10/2012.

7283F is a long-wheelbase Ford Transit van new in March 2012 which appears to be allocated to Hainault Depot. It has usually been seen at night but on 8th August 2012 was caught leaving the depot in daylight.

Photo 4159, by **Derek Everson**, added to LTSV on 03/10/2012.

Sycamore House at Thornton Heath took three of the most recent batch of Incident Response Units, delivered in spring 2012. When at home these vans are usually parked in the front car park, the one at the rear being for cars. On 10th May 2012 Derek found 7287M and 7297M parked, presumably waiting for an incident to respond to.

Photo 4160, by **Thomas Young**, added to LTSV on 03/10/2012.

The chevrons on the rear of Renault Kangoo Maxi van 7374R betray it as one of the Griffith House based vehicles. New in April 2012, it can often be found at night parked on Cosway Street (as here on 22nd August 2012) for a while before heading off to work.

Photo 4161, by **Colin Lloyd**, added to LTSV on 03/10/2012.

A lucky catch by Colin was this fine view of Volvo XC70 estate car LT62BFU waiting at the traffic lights on Parliament Square on 21st September 2012. The livery suggests this car is operated by the Emergency Response Unit, perhaps as a replacement for Ford Ranger 6786F (see photo 3049). It differs from the latter in lacking the blue skirt and red bonnet, although it does have red-backed Emergency lettering. As far as I know this is the first Volvo car to be used as a liveried service vehicle by any London operator, although a few have been taken as unmarked staff cars.

Photo 4162, by **Ray Monk**, added to LTSV on 03/10/2012.

Having treated their recently acquired former London taxis to full repaints, Arriva the Shires' Garston paint shop turned their attention to the similar vehicles operated by sister company Arriva Southern Counties. The buses at Dartford garage are all used on TfL services and hence carry red livery. Although there is presumably no requirement for the support vehicles to do the same, the taxis have indeed been turned out in red. M499WMC was acquired in mid-2012 as fleetnumber CF37 and initially operated in anonymous black livery. It was photographed on Eltham High Street on 21st September 2012, still looking fresh, with silver wheels, white Arriva names but still no fleetnumbers. Interestingly similarly registered M511WMC (see photo 3476) was also operated by Dartford, but has since moved to Grays.

Photo 4163, by **Ray Monk**, added to LTSV on 03/10/2012.

The various taxis acquired by Arriva Southern Counties since 2010 have ranged from pristine examples to rather less well-looked after ones. N416CMT, which became CF39 in summer 2012, appears to be one of the former, and is also notable for its dark green livery. Interestingly N391CMT (in brown) and N415CMT (black) have also been acquired in the past year. As with the majority of additions, these are operated by the Dartford garage of Arriva Kent Thameside. Anonymous N416CMT was photographed at Eltham Bus Station on 7th August 2012.

Photo 4164, by **Ray Monk**, added to LTSV on 03/10/2012.

The first of Arriva Kent Thameside's taxis to be repainted red was P527RYT, acquired in early 2011 and assigned fleetnumber CF22. It initially operated in unmarked black but in September 2012 made the trip to the Garston garage of Arriva the Shires, emerging in this smart red livery with silver wheels. It was photographed at Eltham Bus Station on 13th September 2012. The taxi in front is also notable. R452RRK was acquired later in 2011 as fleetnumber CF28, and initially operated from Grays. It moved south of the river in spring 2012 but curiously carries legal lettering for Arriva Kent and Sussex Ltd.

Photo 4165, by **Malcolm Conway**, added to LTSV on 03/10/2012.

Abellio seems to have changed its fleetnumbering policy for service vehicles recently. Ford Transit van ND56MHM was one of the first acquisitions following the takeover by NedRailways (and the rebranding from Travel London), and it was allocated the number 6109, although this was not carried. By 6th August 2012, when it was photographed passing Elephant and Castle, it was showing number 6218 and had also been modified with a roof beacon light and a movable spotlight above the front windscreen. Two other Ford Transits have been seen with numbers in the 62xx range, while 63xx, 66xx and 67xx numbers have appeared on other types.

Photo 4166, by **Ray Monk**, added to LTSV on 03/10/2012.

YS56JUY is one of several high-roof Ford Transit crew vans added to the Abellio fleet in the past year. It is slightly unusual for carrying Abellio Surrey fleetnames yet operating from the London-area garage at Fulwell, near which it was photographed on 8th May 2012.

Photo 4167, by **London Spotter**, added to LTSV on 03/10/2012.

This Vauxhall Corsa van was new to Arriva London in spring 2011 but seems to have moved around a bit since. First noted at Ash Grove, it then went to Wood Green, before moving to south London in 2012. Presumably now based at Croydon (TC), it was photographed at Addington Interchange on 8th August 2012.

Photo 4168, by **Ray Monk**, added to LTSV on 03/10/2012.

This Mercedes-Benz Vito minibus is not really a service vehicle at all. As the lettering suggests, it is used by Epsom Coaches for passenger transfer work. However, it may also see some use ferrying bus drivers. It was photographed leaving the garage in Epsom on 10th May 2012. In another example of the colour descriptions on the DVLA database being a bit off, RJ11ZWW is licensed as red but looks more brown to me.

Photo 4169, by **Colin Lloyd**, added to LTSV on 03/10/2012.

Each of Stagecoach's London garages has a Ford Transit van allocated for engineering support duties. The one at Leyton is fleetnumber 95259 (YC11KTK) and differs slightly from the rest in having additional lights on the front grille and above the doors. It has visited the Showbus event at Duxford in Cambridgeshire twice, accompanying Stagecoach's semi-preserved Trident TA1. This photograph was taken there on 16th September 2012. The van was also present during the recent open day at Leyton Garage but was somewhat tucked away in a dark corner.

Photo 4170, by **Ray Monk**, added to LTSV on 03/10/2012.

During the open day at Leyton Garage on 22nd September 2012, two Ford Transit vans were tucked away in the corner, almost hidden by the bus wash. On the left is resident engineers van 95259 (YC11KTK), while on the right is anonymous YA12UZH. This medium-wheelbase mid-height van was new in August and appears to be based at West Ham Garage. It is based on the uncommon 140 T280 Trend model, the Trend specification being apparent from the body coloured front grille surround and smarter wheel trims.

Photo 4171, by **Ray Monk**, added to LTSV on 03/10/2012.

Go-Ahead London took delivery of a batch of new Mercedes-Benz Vito crew vans in September 2012. Five had been reported by the end of the month, all operating in anonymous red from the Blue Triangle garage at Rainham. RK62OEV was photographed leaving the garage on 22nd September. A look at the licensing details suggests there may be a few more yet to be seen, perhaps at the Silvertown base. The buses visible in the background are Stagecoach Dennis Tridents stored in their adjoining garage, while a maroon and silver striped open-top Fleetline is just visible to the left, this being parked in the Arriva Tour yard.

Photo 4172, by **Damon Cross**, added to LTSV on 03/10/2012.

A surprise sight at the Leyton Garage open day held on 22nd September 2012 was this Honda ST1300 motorcycle resplendent in high-visibility livery with Stagecoach fleetnames and logos. In the background can be seen some of the excellent selection of buses on display, including three class pioneers in the shape of TA1 (the first Stagecoach Dennis Trident), 15001 (their first Scania) and LT1 (the first New Bus for London), plus Shillibeer-liveried Routemaster RM2208.

Comment by *Kim Rennie* on 04/10/2012: If that yellow & blue Battenburg is reflective I think that's technically illegal in non-police use.

Photo 4173, by **Malcolm Conway**, added to LTSV on 03/10/2012.

Another view of Stagecoach Honda ST1300 motorcycle RF04EFK at the Leyton Garage open day on 22nd September 2012 shows the very neatly applied high-visibility markings, and also the small rear plate with Stagecoach name and lights. Three such motorcycles had recently been acquired by Stagecoach for use by the engineers at West Ham Garage. The plan is for these to provide a rapid response and assesment service to attend breakdowns and accidents involving buses. In the background is MRM1, a miniature double-deck bus owned by Ensign.

Photo 4174, by **Damon Cross**, added to LTSV on 03/10/2012.

The other two motorcycles recently acquired by Stagecoach were both parked at West Ham garage on 22nd September 2012. Open-top bus tours to this garage were being run on that day from Leyton Garage. Having just missed a Southdown Leyland PD3 I decided not to bother with the tour, and hence missed seeing these machines. Unfortunately the identities are not yet known.

Comment by *Thomas Young* on 23/11/2012: We now know that one of these two is RY54NDJ, just don't ask me which one it is! However, nobody has come forward with the identity of the other.

Photo 4175, by **Derek Everson**, added to LTSV on 01/11/2012.

Ford Transit 2325F (CGT325X) was one of the last batch of 'normal' Transit vans to be numbered in the owned series. Delivered in August 1981 it was sold to Alco Passenger Vehicles in March 1985 after a few months storage at AEC Southall. Although Alco acted as vehicle dealers, this van was evidently kept for their own use and it was photographed at the Vickers Works Sandpit in Weybridge on 14th April 1985 (during a Cobham Bus Museum open day). It retained London Transport lettering with the addition of Leaside and Forest District stickers and an Alco fleetname. Most notably however it had been fitted with a cut-down radiator grille from a Routemaster bus! This was perhaps the same grille later carried by ex-2086F (see photo 976).

Photo 4176, by **Philip Hambling**, added to LTSV on 01/11/2012.

For many years London Transport had its own scientific research laboratory within Chiswick Works. However, it was not until 1982 that the department had any specialised vehicles. First was Dodge S56 mobile laboratory 2375D (MYL375X - see photo 476), which carried a unique blue and grey livery. In 1986 this was joined by Bedford Midi van 2457B (D66ALO) in a more standard red livery. The latter vehicle was photographed outside Kings Cross Station on 25th November 1987. The date of disposal is not known.

Comment by *Kim Rennie* on 02/12/2012: Presumably attending in connection with the King's Cross fire seven days earlier.

Photo 4177, by **Derek Everson**, added to LTSV on 01/11/2012.

Here's a very interesting photograph, taken in the staff bus yard at Chiswick Works on 19th May 1987. Visible are several RMA buses, seemingly out of use, along with some of the minibuses that replaced them. However, things get a bit complicated. According to the *The London Bus Review 1987* (published by LOTS), Bus Engineering Ltd leased four Renault Trafic minibuses (C115/7/8/9UPK) in late 1986, these taking over certain staff bus duties from November (when Aldenham Works closed and Chiswick became the main centre of operations). Two second-hand Ford Transit minibuses were acquired in January 1987, followed by four new Freight-Rover Sherpa minibuses to replace the earlier Renaults. LOTS added that the Ford and Freight-Rover vehicles were allocated fleetnumbers 2458-2463 in November 1987, while the four Renaults (plus similar C116UPK) were temporarily re-hired to cover their 'absence' (unexplained). However, as this photo shows, C116UPK was on-site by May. Recently delivered 2460/1L were also present, though 2462/3L were yet to be delivered. Yellow Transit A289SHV (later 2459F) is carrying a destination board for Tring, one of the duties latterly performed by the Renaults. Finally, the identity of the Bristol/ECW single-decker on the left is not known, although the blind box layout suggests a bus of NBC origin rather than London Transport.

Photo 4178, by **Derek Everson**, added to LTSV on 01/11/2012.

Another part of the Bus Engineering Ltd (BEL) staff bus yard at Chiswick Works on 19th May 1987, with yet more RMA buses on show. The red examples in the background are obviously out of use, while on the right are three of the six that were repainted into grey/red livery in 1985/6. The two minibuses are Freight-Rover Sherpas D646/7YDP, later given fleetnumbers 2460/1L. The use of RMAs as staff buses finished in December 1987, while BEL was also sold off that month. The four Sherpa minibuses were leased to the new owners, although they appear to have returned to Distribution Services later on.

Photo 4179, by **Derek Everson**, added to LTSV on 01/11/2012.

An instantly recognisable service vehicle in the 1980s was Freight Rover Sherpa van 3011L. Delivered in grey livery, it was later repainted into a 'heritage' style comprising red and cream with a black roof. Used by the London Transport Museum, it was photographed at Acton Works on 11th August 1985 during an open day. Parked alongside was Ford Cargo lorry 2381F, with Leyland Boxer 2302L behind. However, perhaps of most interest (to me at least!) is the white van in the far background. This is the only known photo of 3333I, one of two Fiat Ducato vans new in 1985 as the first imported vehicles in the leased fleet. Both were allocated to Chiswick Works and lasted only around 2 years. The I fleetnumber suffix (F was not used for obvious reasons) did not reappear until 2003 (see photo 140).

Photo 4180, by **Philip Hambling**, added to LTSV on 01/11/2012.

At last here is a photograph about which I cannot say very much! Fleetnumber 3227F was a fairly standard Ford Transit Mk2 van new in October 1984 and allocated to bus publicity duties (note the sliding doors usually specified for this role). It was photographed on an unknown date in Enfield, and was kept in stock until September 1989.

Photo 4181, by **Derek Everson**, added to LTSV on 01/11/2012.

This little set-piece on display at the Chiswick Works open day on 11th August 1985 has been illustrated before (see photo 3988). However, this is another photo where something in the background has caught my eye. On the right is part of a brown Austin Maestro, with registration ending in 9COG. I suspect this may be van 3335L, which we have always listed as B949GOG. B949GOG is not listed by the DVLA as being on an Austin vehicle, whereas B949COG is (and is shown as being brown as well). 3335L was reportedly taken into stock in September 1985, but B949COG was first licensed in February. It was presumably unmarked, and hence did not attract the attention of the many photographers present that day. Perhaps somebody else has a photo with a clearer view of the vehicle's registration and/or body? Also visible in this view are Leyland artic 2389L, and the fleetname (partially worn off) on vehicle recovery trailer ST40.

Comment by *Thomas Young* on 12/11/2012: On going back through some contemporary lists, it appears that 3335L was indeed B949COG rather than B949GOG, so it is almost certainly the vehicle shown here. I wonder where the reference to GOG came from then?!





Photo 4182, by **Derek Everson**, added to LTSV on 01/11/2012.

This Ford Transit Connect van is something of a mystery. New in July 2003 as fleetnumber 5526F, it was only the third example of this model added to the leased fleet. It was not included on a fleetlist received in March 2007 and was presumed to have been withdrawn by then. However, it has since been reported on numerous occasions in the vicinity of Acton Works, operating in unmarked white/blue livery, while Derek caught it entering Hounslow Bus Station on 10th October 2012. The ownership and role of the vehicle remains unknown.



Photo 4183, by **Ray Monk**, added to LTSV on 01/11/2012.

A lucky snap by Ray was this view of two Ford Transit vans entering Museum Way outside Acton Town Station on 9th October 2012. Both vehicles are based at Hearne House, behind the Museum Depot. Nearest the camera is short wheelbase 7019F, new in February 2011 but very rarely reported. The other van is long wheelbase 7272F, one of four believed to be used by the Depot Engineering Support Unit.



Photo 4184, by **Graham Smith**, added to LTSV on 01/11/2012.

A very fine study of Ford Transit dropside truck 7269F passing Waterloo Imax on 23rd August 2012. This medium wheelbase example is allocated to Hainault.



Photo 4185, by **Graham Smith**, added to LTSV on 01/11/2012.

Continuing our coverage of the 2012 batch of Incident Response Unit vans, here is Edgware-based 7293M at Brent Park on 24th April 2012 (when it was just one week old).

Photo 4186, by **Derek Everson**, added to LTSV on 01/11/2012.

The 2012 batch of LBSL Incident Response Unit vans suffered from some 'misnumberitis', but thankfully nowhere near as much as the 2009 ones (6603M to 6623M). The only 'victim' this time was WU12MUE, delivered in March carrying fleetnumber 7304M. This number had already appeared on one of the February deliveries (WP61ZXJ - see photo 3860). It soon became apparent that 7300M was the only number not to have appeared, so it seemed logical that WU12MUE should have been this. However this put it between WU12MUO (7301M) and WU12MUP (7299M), whereas all the others were numbered in (reverse) registration order. It seemed possible that several vans had wrong numbers. However, the receipt of an official fleetlist in October 2012 confirmed that MUE should in fact be 7300M. Based at Sycamore House, it was photographed at West Croydon Bus Station on 6th September 2012.

Photo 4187, by **Ray Monk**, added to LTSV on 01/11/2012.

The Citroen Berlingo cars delivered in 2009 for use by BCV (Bakerloo, Central and Victoria lines) have evidently met with approval, since they started to be replaced in late 2012 by newer examples of the same model. The first reported was 7509C (LG62GLZ), photographed at Leytonstone Station on 27th October 2012. Two others were noted at Acton Works the same day, while 7511C was at Loughton by the 30th. As with the very similar Peugeot Partners (see photo 4093), the newer examples can be recognised by having shallower blue skirts and white bumpers.

Photo 4188, by **Malcolm Conway**, added to LTSV on 01/11/2012.

The first 75xx-numbered service vehicle to be photographed was Volkswagen Caddy crew van 7518VW, caught about to enter Acton Works on 7th October 2012. One of a pair (with 7519VW) allocated to Lillie Bridge, it had been taken into stock 3 days earlier.

Photo 4189, by **Ray Monk**, added to LTSV on 01/11/2012.

Ray seems to have a knack for catching vehicles on delivery to Acton Works. Arriving from mid-October 2012 was a sizable batch of Volkswagen Caddy Maxi crew vans, including RK62XGO photographed passing Acton Town Station on 9th October 2012. The extra length compared to a standard Caddy is apparent if you compare this with the previous photo, while the offside cargo door is usually only fitted on the Maxi model. RK62XGO was later given fleetnumber 7545VW and assigned to Tube Lines at Stratford Market. It seems likely that this batch will replace similar 6882VW to 6887VW, which probably means they will be equally elusive in service.

Photo 4190, by **Derek Everson**, added to LTSV on 01/11/2012.

Given the very small number of motorcycles that have operated as service vehicles over the years, photos with more than one of them in are particularly rare. Having said that I did publish one last month (see photo 4174)! London Buses acquired three Honda ST1100 motorcycles for use as rapid-response incident vehicles in April 2001, following this with six more in April 2002. Although they served for a few years (all being sold in January 2006) no more have followed, and photographs of them in service are quite rare. Derek was very lucky to find both RO02OSM (left) and RO02OSP (right) parked in Cromwell Road Bus Station in Kingston on 25th November 2004, along with Ford Transit 5588F. Interestingly, I had found RO02OSV here earlier in the year (see photo 302).

Photo 4191, by **Graham Smith**, added to LTSV on 01/11/2012.

Plaxton Pointer-bodied Dennis Dart K411FHJ was new as County Bus and Coach DPL411 in March 1993. The various re-organisations that affected the former LCBS operators saw it wind up as fleetnumber 3361 in the Arriva the Shires fleet. Replaced by low-floor buses, it was taken out of use in 2007 and modified to serve as a mobile staff canteen/rest room. In this guise it is based at Garston Garage but usually parked at Watford Junction Station during the day. Graham found it there on 14th April 2012. Is this the only Dennis Dart with a chimney?!

Photo 4192, by **Graham Smith**, added to LTSV on 01/11/2012.

Three contributors sent in photographs of this van recently, and this is (by a narrow margin) the best of them. Ford Transit van HJ61LPA was added to the Arriva London fleet in autumn 2011 and allocated to Enfield Garage, most likely as a replacement for BV02DDN (see photo 2125). Note the low seam line (just above the doors), which reveals this to be a short-wheelbase mid-height example. It was photographed passing Enfield Town Station on a sunny 30th May 2012.

Photo 4193, by **Ray Monk**, added to LTSV on 01/11/2012.

LL61KPR is a Renault Traffic van that is often to be found parked outside the Masons Arms on the Harrow Road at Kensal Green, as here on 10th October 2012. Unmarked apart from small Comfort Delgro labels, we initially thought this to be a Metroline vehicle. Metroline is owned by Comfort Delgro and had added some Renault Master vans to stock recently. Moreover, LL61KPR was seen at Edgware Garage once. However, Ray pointed out that Comfort Delgro do have several other businesses in the UK, including commercial advertising. The ladders carried by this van suggest it may be used in that role. Unless any more bus-related sightings are added, I will most likely remove this vehicle from the database at the next update.

Photo 4194, by **Robin Morel**, added to LTSV on 01/11/2012.

This photograph may provide an answer to a recent puzzle, although it may not. Earlier this year I published photos of two unmarked red vans that had turned up with First London (VK59GWW and VK59GWZ) and I wondered whether they had transferred from other First operations. Robin's photograph was taken at Cricklewood railway depot and shows Bedford-based Ford Transit dropside truck YG61OCL in a very similar livery. He has also sent a photo of Transit crew van YH11ZO in the same colours. First Capital Connect operates the former Thameslink and Great Northern railway networks, while First also has various other railway franchises (although not the West Coast Mainline!). It does seem odd however that the road support vehicles do not carry the purple-based livery used on the rail rolling stock.

Photo 4195, by **Derek Everson**, added to LTSV on 21/11/2012.

I recently published a photograph of Dodge Commando dustcart 2421D when it was newly delivered (see photo 3878). This view, taken at Heathrow Airport Central on 26th November 1986 highlights a few changes made to the vehicle. As already noted, the lorry initially had wrong fleetnumbers (2420D), applied on the front only. It seems the same numbers were later applied in the normal position on the front corners. However, the incorrect digits had been removed, with a replacement '1' applied only on the nearside of the front. Another visible difference is the solid front of the bodywork, although this may be just the back of the compactor plate at its rearmost position. Finally four extra hydraulic lines had been added on the offside front of the bodywork. These are thought to be related to the lifting gear visible in the next photo.

Comment by *KeithD* on 22/11/2012: As An ex dustman I can confirm that this is the rear of the compactor plate and the extra pipes would be additional hydraulic pipes for the lifting gear.

Photo 4196, by **Derek Everson**, added to LTSV on 21/11/2012.

The three Dodge Commando dustcarts delivered in spring 1985 appear to have arrived with plain rear bodies. However, they were all soon modified with additional bin lifting equipment at the back, although from the front the only evidence was an extra four hydraulic lines. The equipment is clearly visible in this photograph taken at Heathrow Airport Central on 26th November 1986. 2419D and 2421D were withdrawn in about 1990, while 2420D remained until 1996, being repainted white/blue and given a second set of lifting equipment.

Photo 4197, by **Derek Everson**, added to LTSV on 21/11/2012.

Derek found about half a dozen service vehicles parked on Park Royal Road near the Central Line bridge on 4th November 2001. Among them was Ford Focus estate car 5142F new at the beginning of that year. The car was unmarked apart from fleetnumbers.

Photo 4198, by **Colin Lloyd**, added to LTSV on 21/11/2012.

Something of a mystery is this Ford Transit van photographed at Hounslow Bus Station on 23rd October 2012. New in June 2007 as 6238F in Metronet white/blue, it was later given LUL white/blue/red livery. Officially off lease in November 2010 it had its lettering and red stripe removed. However, it continued to be used from Acton Works. As such it is similar to older Transit Connect 5526F (see photo 4182). Indeed 5526F was photographed at Hounslow on 10th October and was parked with 6238F on this occasion. Note that the CCTV camera visible above the front of the van is believed to be attached to the wall behind.

Photo 4199, by **Traintest**, added to LTSV on 21/11/2012.

The Ford Transit Connect is becoming almost a rarity in the central fleet, with just two or three added in each of the past three years. The two most recent examples for LUL are 7076F and 7275F, both high-roof examples based at Hearne House in Acton. The latter was photographed at its home base on 16th November 2012. As can be seen, the nearside cargo door has a window, although it is not clear whether a second row of seats is fitted. This configuration has only appeared on a handful of Connects, including Metronet 5687F and LBSL 5691F, 6401F and 7031F, although these were all low-roof variants.

Comment by *Kevin Bullions* on 24/11/2012: Can confirm this and similar vehicles allocated to Hearne House have 2nd row seats fitted.

Photo 4200, by **Graham Smith**, added to LTSV on 21/11/2012.

7276R and 7277R were a pair of Renault Kangoo Maxi vans delivered to LUL in March 2012. These were the last of several to have been registered in the west of England, later deliveries having London registrations. Both were allocated to Griffith House and hence are most active at night. 7277R was caught during the day, rounding Marble Arch on 28th August 2012.

Photo 4201, by **Traintest**, added to LTSV on 21/11/2012.

A huge number of Renault Kangoo vans have been delivered over the past couple of years but among these only three were of the shorter Compact model. 7325R was new in April 2012 and was allocated to London Underground at Hearne House, Acton. It was photographed there on 16th November 2012 with another resident, Ford Focus estate 7461F.



Photo 4202, by **Derek Everson**, added to LTSV on 21/11/2012.

Latterly home to 6208F (an unmarked Ford Transit dropside truck), Hounslow East Station yard gained a new vehicle in September 2012 in the form of 7425F (an unmarked Ford Transit dropside truck). The new vehicle differs in not having a crew-cab, but it does have a small flashing light on the cab roof and a fold-over hazard warning plate on the bumper. Quite why the vehicles here do not carry company logos is a mystery. 7425F (the number is hidden by the sidelights) was photographed (with permission) on 10th October 2012.



Photo 4203, by **Malcolm Conway**, added to LTSV on 21/11/2012.

We now know that Emergency Response Unit Volvo XC70 estate car LT62BFU is assigned fleetnumber 7481, although this is not carried. What we don't know is whether a suffix was assigned. V could not be used as this is carried by Vauxhall vehicles. Having said that, the Volvo demountable lorries latterly used by the ERU did have V suffixes. The car was caught leaving Acton Works on 7th October 2012.



Photo 4204, by **Traintest**, added to LTSV on 21/11/2012.

New in August 2012, low-roof Ford Transit van 7486F is allocated to London Underground's Technical Services Workshop based at Hearne House, Acton. It was photographed at home on 16th November 2012.



Photo 4205, by **Ray Monk**, added to LTSV on 21/11/2012.

7508C is one of four Citroen Berlingo estate cars delivered in October 2012 to replace similar 6769C to 6772C. The quartet are allocated to various places along the Central Line, 7508C being at White City. The car can usually be seen parked in the car park beneath the Westfield Shopping Centre, as in this excellent shot taken on 9th November 2012.

Photo 4206, by **Derek Everson**, added to LTSV on 21/11/2012.

Here is quite a rare view of a London Country tree lopper actually being used. 34F was one of two Ford D0710 lorries bought in 1979. Initially fitted with the bodies off the previous generation of tree loppers (former London Transport 1241F to 1244F) they were rebuilt with new bodies in December 1984. 34F was photographed near Oxted on 19th May 1986. Later that year it became part of the London Country South East (later KentishBus) fleet. The upper floor on these vehicles was at the level of the panel join on the front, the sides being solid apart from two drop-down sections on the nearside. There were openings in the floor to allow cut branches to be dropped into the main section of the body, while there was also presumably an internal staircase or ladder. At the back were two large doors, with wide hinges to allow the doors to fold against the bodysides as here.

Photo 4207, by **Philip Hambling**, added to LTSV on 21/11/2012.

LCBS 61F was one of four Ford Transit Mk2 vans new in July 1983 but licensed in August with the new A-prefixed registrations. As with several vehicles of this era, the fleetnumber was applied with the suffix as a prefix (ie F61). I'm sure somebody out there can identify the location. The Southdown sign on the canopy suggests somewhere in the south of LCBS territory, perhaps Crawley?

Comment by *Kim Rennie* on 22/11/2012: Crawley bus station.

Comment by *Kim Rennie* on 23/11/2012: The words "BUS AND COACH ENQUIRIES" and "SOUTHDOWN" were in Johnston Type whilst "LONDON COUNTRY", out of shot to the left, was now in NBC style.

Photo 4208, by **Derek Everson**, added to LTSV on 21/11/2012.

LCBS (London Country Bus Services) acquired two second-hand AEC recovery trucks from International Wreckers Ltd in 1976 and numbered them in a new series as M1 and M2. M1 was an AEC Matador that had been new in 1967 and was registered UNO205E but later ran on trade plates. On 25th May 1986 M1 was found at Heathrow Airport Central Bus Station preparing to tow a National Welsh Leyland Tiger coach. Based at Garston this was presumably the nearest National Bus Company recovery vehicle. Note the grey fleetnumber on the yellow bodywork.

Photo 4209, by **Derek Everson**, added to LTSV on 21/11/2012.

The last use of the M-prefix number series by LCBS was M4, an AEC Marathon recovery truck acquired second-hand in 1982. It had a yellow cab with red bodywork and does not appear to have gained any company lettering. Being based at Hertford it passed to London Country North East in 1986. On 21st June 1987 it was photographed at its home garage in company with a Duple-bodied coach, most likely one of the two DLs acquired in 1980.

Photo 4210, by **London Spotter**, added to LTSV on 21/11/2012.

With the repainting of the taxis at Arriva Southern Counties Dartford Garage into red livery almost complete, perhaps it is time for the Garston painters to turn their attention to the vehicles based at Grays. Typical of the current allocation is Carbodies FX4 CF27 (P580SUV), acquired in 2011. Despite appearances the vehicle is still carrying the green body (with black roof) it had when acquired (see photo 3657)! Alongside is another green FX4 that looks black in the shape of CF39 (N416CMT), recently transferred from Dartford. Photographed in the car park of Lidl's in Romford on 6th November 2012.

Comment by *Thomas Young* on 23/11/2012: N416CMT (in the background) was indeed repainted red later in November. However, it was also transferred back to Dartford, seemingly replaced by similar (and already red) N415CMT going the other way.

Photo 4211, by **Derek Everson**, added to LTSV on 21/11/2012.

A pair of Abellio service vehicles photographed at Hatton Cross Bus Station on 10th October 2012, neither of which carried any markings. Ford Transit HV07KMF was seen at Fulwell (Twickenham) Garage in May 2012 but was not reported in service until October. It may have been acquired at the same time as similar HV07KMY (see photo 3899). LDV Convoy GK52TVC is the survivor of three bought in December 2006. Although Abellio (and Travel London before them) used many former Royal Mail LDV vehicles, these were not among them. They were received in white livery, being repainted red in about 2010.

Photo 4212, by **Derek Everson**, added to LTSV on 21/11/2012.

Abellio's Hayes Garage is one of the smallest in London, with a peak run-out of 30 buses across 5 routes. Of these, the 112 requires crew ferry runs to Ealing Broadway. Recently acquired Ford Fiesta van NG07HRX was photographed at Haven Green on 10th October 2012.

Photo 4213, by **Derek Everson**, added to LTSV on 21/11/2012.

Ford Transit Connect van EA08FHP has been with Metrobus since new in summer 2008. It has fleetnumber 9024, applied at the top of the windscreen, and is based at Crawley Garage, where it was photographed on 23rd August 2012. In the background are the two remaining Marshall-bodied Dennis Darts used as training buses. New to City of Oxford in 1995, eight were transferred to Metrobus between 2001 and 2003. Note the lettering above the side windows, in particular that Croydon appears in a different font (non-italicised). This was to replace the mention of the now-closed Godstone garage, that name still being carried on the second of the buses.

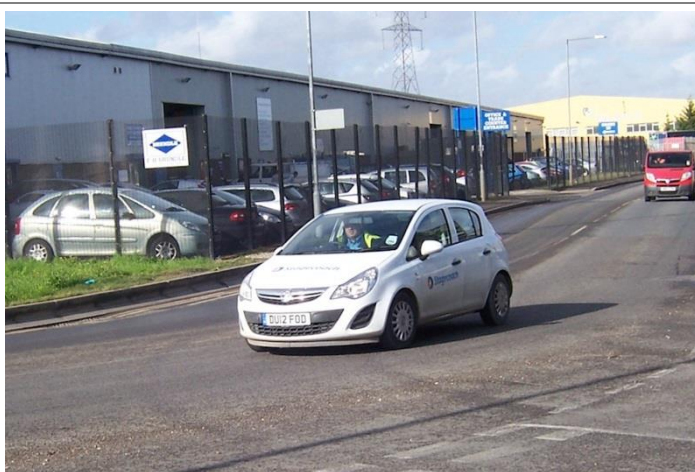


Photo 4214, by **Derek Everson**, added to LTSV on 21/11/2012.

The two newest Renault Trafic minibuses in the Metrobus fleet have always been based at Crawley and are thus less often seen and photographed than their London-based sisters. Derek found 8043 (LX59BCF) at Horsham bus station on 23rd August 2012, parked in front of a Compass Bus Optare Solo.

Photo 4215, by **London Spotter**, added to LTSV on 21/11/2012.

A line-up of Metrobus Mercedes Vito minibuses at Addington Interchange on 8th August 2012 is headed by fleetnumber 8046 (BV12PXN).

Photo 4216, by **Ray Monk**, added to LTSV on 21/11/2012.

A pair of Vauxhall Corsa cars were acquired by Stagecoach in mid-2012 for use as crew ferry vehicles from Rainham Garage. Unlike other Stagecoach London service vehicles they carry a white livery. DU12FOD was photographed approaching the garage on 17th October 2012. Note that these are 5-door cars, unlike the similar but 3-door Corsas with Arriva London. It has since been reported that this vehicle is 91555 in the Stagecoach national numbering series.

Photo 4217, by **Malcolm Conway**, added to LTSV on 21/11/2012.

I don't intend to publish photographs of all ten London United Ford Fiesta vans based at Hounslow Heath. However, this view of FF6 at Hatton Cross Station on 16th September 2012 also shows something slightly interesting. Just visible on the side of the Abellio LDV Convoy minibus in the background (whose identity is unfortunately not known) is the remains of a PostBus fleetname. Royal Mail operates loads of minibuses and crew vans as staff transports. However, a small number (along with some cars) were used as passenger carrying vehicles on regular routes, usually in the more remote regions such as Scotland.

Photo 4218, by **John Hillman**, added to LTSV on 21/11/2012.

As already noted, Arriva the Shires acquired 11 new Citroen Berlingo vans in March 2012, these replacing the entire crew ferry fleet at Garston garage. It appears this quantity was more than required, as the first (V205) was soon transferred to Hemel Hempstead. It was photographed in the bus station there on 2nd August 2012. This too was short-lived, the van moving again in September to join the Arriva Medway Towns fleet at Gillingham. The Berlingo van is similar to the estate version (such as 6772C - see photo 2698) with the addition of a short extension at the rear. The red Optare Solo on the left is one of five once operated by Metroline on the Hampstead Garden Suburb routes from Golders Green. They later worked on a commercial service (318) in the Watford area, this passing (with four of the Solos) to Mullany's in 2009.

Photo 4219, by **Ray Monk**, added to LTSV on 21/11/2012.

This unmarked Renault Kangoo van was photographed leaving Metroline's Cricklewood Garage on 12th November 2012. Metroline has quite a modern fleet of engineering support vans, most of which carry company lettering. However, there are also vehicles for other roles (such as bus wheelchair ramp maintenance, CCTV and the slightly mysterious 'risk vans') and this could well be one of them. I haven't added it to the database yet but will do see if it is seen again on Metroline premises.

Comment by *Thomas Young* on 27/02/2013: This vehicle has now been added to the database since I've been told it has been seen at other Metroline garages.

Photo 4220, by **Derek Everson**, added to LTSV on 24/12/2012.

Details of some of the vehicles operated in the late 1980s and early 1990s are a bit sketchy. For example, until recently we didn't know the livery or operator of Vauxhall Astra van 4038B. This photograph taken at Uxbridge Bus Station on 7th December 1992 shows that it carried unmarked white livery (with just fleetnumbers for identification), but the matter of who was using it remains unresolved.

Photo 4221, by **Derek Everson**, added to LTSV on 24/12/2012.

I like to think that I am quite an observant person but I have to thank Derek for drawing my attention to an anomaly presented by this photograph. Ford Escort van N447RBE was officially listed as being fleetnumber 4598F. However, in the original print of this photograph taken in the yard at Griffith House on 14th May 1998 it is clearly numbered 4667F on the offside at least. Interestingly, 4667F was officially Ford Escort van N449RBE. It could be that the identities were transposed, although it is equally possible that both vans carried the same number!

Photo 4222, by **Derek Everson**, added to LTSV on 24/12/2012.

I was somewhat surprised to see a photograph of this car carrying its fleetnumber. M635MUV was one of four M-registered Vauxhall Astra estate cars numbered 4794B to 4797B, in amongst mainly R-registered vehicles. It appears that they were new (in April 1995) as un-numbered vehicles and were then allocated fleetnumbers in mid-1997. All four were allocated to London Transport Buses and photographs of three of the cars show LTB lettering but no fleetnumbers. 4794B was never reported or photographed so may have been anonymous. 4795B was seen at Edgware Bus Station on 25th July 1997. The number may have been on the nearside only, as an offside view taken in May 1998 shows no number.

Photo 4223, by **Ray Monk**, added to LTSV on 24/12/2012.

While passing through Sidcup on a bus in July 2012 I noticed this van parked in front of a house on Main Road. The registration seemed familiar and when I got home I discovered it was the former 5452V, one of the Vauxhall Vivaro vans allocated to the London Safety Camera Partnership fleet. As can be seen, these are actually crew vans, with additional windows on both sides. Whilst with LSCP these were covered by blue and yellow contra-visibility vinyls (see photo 2016). Ray subsequently made a couple of trips to try and photograph the van, and on 25th November 2012 finally found it parked nose-out.

Photo 4224, by **Derek Everson**, added to LTSV on 24/12/2012.

Although over four years old, this is the first time this van has been clearly photographed. Numbered 6601VW, it was new with similar 6602VW in September 2008 for use by the TfL Highways department based at Carlisle Lane, Waterloo. This unit was later disbanded and the two vans went on to other users, retaining their light-bars and plain white livery but with TfL lettering removed. 6601VW was with LUL at Pelham Street during 2010 but then seems to have moved to Acton. Both are currently listed as being with Tube Lines but are still anonymous apart from fleetnumbers. Derek finally caught 6601VW as it approached Acton Works on 22nd November 2012.

Photo 4225, by **Derek Everson**, added to LTSV on 24/12/2012.

Taken into stock in April 2012, 7268F was the first Ford Focus added to the leased fleet since 6976F in November 2010. On 22nd November 2012 it was caught coming out of Acton Works.

Photo 4226, by **Derek Everson**, added to LTSV on 24/12/2012.

As has been seen, the yard at Waking Road (Barking) is a bit tight for the four cars that are allocated there. On 19th July 2012 7450P (one of the Peugeot Partner cars delivered the month before) was parked on the ramp to the adjoining (and dis-used) covered car park. For reference, the yard itself is behind the wall on the left, while the station is behind the photographer. This angle shows the rather functional roof bars fitted, these having what appear to be sliding mini-bolsters.

Photo 4227, by **London Spotter**, added to LTSV on 24/12/2012.

7489F is a Ford Transit minibus new in September 2012 and allocated to Northumberland Park Depot, where it appears to have replaced plain white 6801F (see photo 2779). Similar 6779F was also at Northumberland Park but went off lease in July 2012 apparently without replacement. 7489F was photographed at the north entrance to the depot on 9th October 2012, parked in front of crew van 7323F.

Photo 4228, by **Derek Everson**, added to LTSV on 24/12/2012.

An interesting find at Museum Way (Acton Town) on 22nd November 2012 was 7517S, only the second Skoda for the marked fleet. Like earlier 6861S (see photo 3168), the vehicle is an Octavia estate car, but this time in Tube Lines livery (and with white mirror housings and door handles). I can't recall seeing any liveried cars at Museum Way in recent years so this is perhaps a new role. Note the curious strip of blue at the bottom of the back door. This doesn't line up with the blue on the sides, and is surrounded by the white bumper.

Photo 4229, by **London Spotter**, added to LTSV on 24/12/2012.

Central fleet numbers passed the 7600 mark in November 2012, the first reported being LUL Honda CR-V car 7609H. It was photographed parked on Harcourt Street (near Griffith House) on 18th November. Twelve CR-Vs have been operated since 2006.

Photo 4230, by **Derek Everson**, added to LTSV on 24/12/2012.

Iveco Stralis demountable lorry LK08LDV was photographed about to enter Acton Works on 22nd November 2012. Comparison with earlier photographs show that it appears to have gained a new front bumper (in grey instead of black). However, the body is of more interest. DB24 was one of three bodies supplied by Feltham Coachworks in 1995/1996. Considerably longer than the standard bodies, they were intended for use with Iveco Super Cargo lorries 2554F and 2555F (replaced by LK08LDV and LK08LDY in 2008). The three bodies comprised a dropside (DB22), a curtain-sided box (DB23) and a plain box (DB24). The latter saw little use and was rebuilt in about 2007 as a dropside with crew compartment. Even after this it was rarely seen in use, this being the first on-the-road photograph. Curiously DB24 was noted at Acton Works in August 2012 fitted with stanchions and guard chains around the load space but these are not apparent in the view here. Ford Transit van 7319F is in pursuit.

Photo 4231, by **Derek Everson**, added to LTSV on 24/12/2012.

Un-numbered Ford Focus VN08OXW was a very regular sight at Acton Works from delivery in June 2008. Apart from being a hatchback rather than an estate it was also unusual for carrying white and blue livery but with no lettering. It was reportedly returned off-lease in May 2012 but continued to be seen at Acton, perhaps having been taken on by a member of staff. It was photographed arriving at the works on 22nd November 2012.

Photo 4232, by **Derek Everson**, added to LTSV on 24/12/2012.

Another view of Citroen Nemo electric van LK09EFE, arriving at Acton Works on 22nd November 2012. The livery and lettering applications suggests this is now part of the regular fleet rather than a hire or demonstrator. However it was not included in an official fleetlist received in October 2012.

Photo 4233, by **Derek Everson**, added to LTSV on 24/12/2012.

R&I Coaches was a well-established operator that started tendered bus work in 1989. Several routes in inner North London were won over the next few years but the company was bought out by MTL London in 1995. During its time as an independent, various existing minibuses were used as crew ferry vehicles. These included this pair of long-wheelbase Ford Transit Mk2 minibuses photographed at Brent Cross Bus Station on 11th October 1994. The consecutive London-area registrations make me think that they were bought new by R&I. C867VLB (in front) has a roof-beacon and interior luggage caging, suggesting earlier air-side use. It has lettering for 'R&I Buses, Crew Transfer' and also a fleetnumber (92) on the offside of the bonnet. C866VLB has a blue stripe and lettering for 'R&I Coaches, Mobile Control'. Note that the main side doors are hinged (sliding doors would not clear the flared rear wheel arches) and are also shallower than those at the front.

Photo 4234, by **London Spotter**, added to LTSV on 24/12/2012.

Although some former London taxi cabs were allocated to Arriva's Grays garage for crew ferry duties from late 2011, several cars are also still used. Added during 2012 was silver Ford Mondeo KG53TOJ, photographed at the Lidl car park in Romford on 23rd November 2012. White Arriva fleetnames have been applied but there was no sign of any CF or C series fleetnumber.

Photo 4235, by **London Spotter**, added to LTSV on 24/12/2012.

Stagecoach London's Honda motorcycles may not be as hard to spot as I had thought, since it would appear that one is often outstationed to Aldgate Bus Station. The only West Ham-operated route to reach this point is the 115 but perhaps the engineers will also attend other Stagecoach buses that breakdown in inner London. On 23rd November 2012 RY54NDJ was parked in the bus station and later the same day was seen passing here in convoy with sister RF04EFK. The identity of the third motorcycle is still not known.

Photo 4236, by **Ray Monk**, added to LTSV on 24/12/2012.

Having had virtually all of its former London taxi cabs repainted red, Arriva Kent Thameside next treated its Ford Transit van to a similar makeover. Initially operated in white livery with copious lettering and fleetnumber YVAN30, its new livery is relieved only by white Arriva fleetnames. It has also gained a slightly smaller light-bar. Photographed at Eltham Bus Station on 19th November 2012.

Photo 4237, by **Graham Smith**, added to LTSV on 24/12/2012.

Stagecoach London acquired eleven Ford Transit vans for engineering duties in 2011, although one has since transferred out of London following the closure of Upton Park Garage. With the exception of unmarked YC11KSN at West Ham (see photo 3557), each has neatly applied lettering that includes the home garage name. YC11KTO is based at Bow and has Stagecoach national fleetnumber 95261, just visible on the fuel filler cover. It was photographed on The Grove at Stratford on 25th June 2012.



Photo 4238, by **London Spotter**, added to LTSV on 24/12/2012.  
 The two Vauxhall Corsa cars based at Rainham have Stagecoach national fleetnumbers applied in very small lettering. Photographed at the garage (with permission) on 11th November 2012, 91554 (DU12FOT) is nearest the camera with 91555 (DU12FOD) beyond.



Photo 4239, by **Derek Everson**, added to LTSV on 24/12/2012.  
 A red Ford at Greenford! First London's Greenford Garage is a relatively new location, on a site shared with an Ealing Council depot and a recycling centre. Photographed leaving the garage on 8th November 2012 was Ford Transit van ST12EVD. New in August, this was perhaps a belated replacement for similar EO57FNY (see photo 2646). Note that the livery is more like the older Transit than the plain red carried by East London-based SP12LUO (see photo 4038).



Photo 4240, by **Ray Monk**, added to LTSV on 24/12/2012.  
 Splashing through the mud near Rainham Garage on 17th October 2012, this unmarked Ford Transit Connect van is believed to be operated by Stagecoach London, having also been reported at West Ham Garage.



Photo 4241, by **London Spotter**, added to LTSV on 24/12/2012.  
 Go-Ahead London operates five Mercedes-Benz Vito crew vans registered in the RK62 series as crew ferries from their Rainham (Blue Triangle) garage. These are in anonymous red livery, and are based on the 113 CDI model. RK62OEU was found parked opposite Walthamstow Bus Station on 10th December 2012.



Photo 4242, by **Damon Cross**, added to LTSV on 24/12/2012.

This photo was provided by Damon and has been sitting on my PC for over 6 years. Recently Derek Everson sent in another photo of the same vehicle and highlighted something rather curious that I had never noticed before. NER790R was a preserved AEC Marshall recovery lorry that masqueraded as a former London Transport service vehicle. A familiar sight at bus rallies in the early 1990s, it initially had open LT roundels and a plain roof dome. The date and location of this photo is not known but it appears to be after 1994 (when it had the open roundels) and before 1997 (when it gained LT lettering on the roof dome). Most significantly however, the vehicle seems to have been converted from 3-axle to 2-axle, with the side pannelling very neatly modified. Comparison to photo 1209 shows the difference.

Comment by *Damon* on 25/12/2012: 9th June 1996. Southsea Spectacular on Southsea Common. A much missed rally that no longer takes place.



Photo 4243, by **Richard Eversden**, added to LTSV on 24/12/2012.

At first glance looking very much like a London Underground service vehicle, this Ford Transit van is actually in the employ of First Somerset and Avon. With national fleetnumber 90321 it is allocated to Bath, where it was photographed on 6th December 2012.



Photo 4244, by **Ray Monk**, added to LTSV on 24/12/2012.

This rather charming picture was sent in by Ray last year, just too late for publication before Christmas. I am no expert in digital imaging but I suspect that this one may have been somewhat re-touched. Underneath is Ford Transit van 6845F, coming out of Museum Way at Acton Town.



Photo 4245, by **Ray Monk**, added to LTSV on 15/01/2013.

The batch of vehicles numbered 7050 to 7056 are all allocated to Tube Lines' new Edgware depot (opened in 2010) and are consequently rarely seen. Apart from fleeting glimpses from passing trains, the depot is not visible from any public vantage point, while its vehicles are among those that are generally only used at night. Ray was lucky to find 7052V, one of four Vauxhall Combos in the batch, parked outside Smallbills Garage on Bollo Lane on 17th December 2012. The Combo appears to have fallen out of favour in the central fleet, perhaps due to the launch of a new version (see photo 4264).



Photo 4246, by **Ray Monk**, added to LTSV on 15/01/2013.

Yet another mystery vehicle is Volkswagen Caddy crew van 7085VW. It wears red livery with red/yellow chevrons on the rear, but the only markings are fleetnumbers (on white patches) and a London Buses sticker on the bonnet. It was new in June 2011 but does not appear to have replaced an existing vehicle, and has only been reported a couple of times. As such, it is similar to 6462VW, 6733VW and 7379VW, the roles and allocations for which remain unknown. Ray found 7085VW parked up at Euston Bus Station on 2nd January 2013.

Photo 4247, by **Ray Monk**, added to LTSV on 15/01/2013.

Over 40 Peugeot Partner Tepee estate cars have been added to the leased fleet in the past two years, the vast majority being in LUL white/blue/red livery. 7143P appears to be based at Acton Works but was photographed on Eltham High Street on 12th December 2012.

Photo 4248, by **Malcolm Conway**, added to LTSV on 15/01/2013.

There was engineering work on the Central Line on 27th October 2012 and both Ray and Malcolm visited Hainault and photographed the handful of service vehicles parked around the station. High-roof Ford Transit van 7148F was found on Thurlow Gardens, very near the entrance to the depot. The presence of a Tube Lines vehicle at an LUL site suggests it is allocated to Transplant at Ruislip, most likely as a replacement for earlier 6107F (see photo 2717).

Photo 4249, by **Ray Monk**, added to LTSV on 15/01/2013.

Five Ford Focus estates were leased for Tube Lines in May 2012 and given fleetnumbers 7404F to 7408F. 7407F proved to be the most elusive, not being reported until it turned up at Euston Control Room in December 2012. It was photographed there on the 28th.

Photo 4250, by **Graham Brown**, added to LTSV on 15/01/2013.

The Renault Kangoo and Volkswagen Caddy are similar in size and configuration, and both come in stretched variants suffixed Maxi. Considerable numbers of both types have been added to the central fleet in recent years, seemingly in place of the Ford Transit Connect and Vauxhall Combo. One difference between the two is that most of the VWs have been crew vans, with additional side windows and a second row of seats, while all the Renaults have been plain vans. Delivered in September 2012, 7487VW is a normal length Caddy crew van in the LUL fleet. Along with similar 7488VW it is believed to be based at Pelham Street. Their similar 6791VW and 6792VW went off lease a few days after the new pair arrived.

Photo 4251, by **Ray Monk**, added to LTSV on 15/01/2013.

2012 was the year of the Renault Kangoo, at least as far as the central fleet was concerned. 82 were added to the numbered fleet between January and August, comprising a mix of estate cars and vans of three lengths, almost equalling the number of Ford Transits leased. After a short break in the autumn more Kangoos arrived from October onwards, including Maxi van 7504R. This LUL-liveried example was photographed parked in Falconwood in south-east London. Judging by the location, it may well have been a replacement for Peugeot Partner van 6753 (see photo 3201).

Photo 4252, by **Ray Monk**, added to LTSV on 15/01/2013.

Here is the third of the four new Citroen Berlingos to be shown on this site. 7508-7511C replaced similar 6769-6772C at Central Line locations in October 2012. 7511C is based at Loughton Station, where it was photographed on 30th October 2012. Parked behind is Ashwoods-converted Ford Transit crew van 7040F.

Photo 4253, by **Ray Monk**, added to LTSV on 15/01/2013.

In my experience it is rare to find the shutters at Griffith House open during the day, and rarer still to find anything interesting inside when they are open. Ray was lucky (and/or patient) to get this view of four Ford Transits parked inside on 28th December 2012, more so since three of the four have not been shown on LTSV before. From the left the vans are SWB crew van 7090F, high-roof van 7560F, SWB van 7317F and SWB crew van 7024F. The length of new van 7560F was not noted but the model is listed as a 100 T280, a variant usually found with low-roof bodywork.



Photo 4254, by **Ray Monk**, added to LTSV on 15/01/2013.

One vehicle that has remained unique in the central fleet is LUL Ford Transit Rapid Response Vehicle 6516F. Except that this isn't it! It appears that the custom-built body (with roller shutters on sides and end) was transferred onto a new Ford Transit chassis/cab, with the fleetnumber 7568F. While the original chassis was a fairly standard 100 T350 model, the new one is apparently a high powered 155 T350. 7568F was photographed arriving back at its home base of Griffith House on 28th December 2012. 6516F was later put up for sale by British Car Auctions as a chassis/cab.



Photo 4255, by **Ray Monk**, added to LTSV on 15/01/2013.

Having said last month that the two white Ford Transit minibuses at Northumberland Park Depot (6779F and 6801F) had been replaced by a single white/blue/red example (7489F), a second then turned up in the form of 7572F. As with most recent minibuses, it is a medium-wheelbase mid-height variant, and was photographed at the depot on 2nd January 2013.



Photo 4256, by **Derek Everson**, added to LTSV on 15/01/2013.

Photographed at Amersham Garage on 22nd April 1979 was LCBS Ford D0910 dropside lorry 21F parked alongside two BL-class buses. This was one of pair of similar lorries bought in August 1976. Both were sold to Rennies of Dunfermline in 1983.



Photo 4257, by **Derek Everson**, added to LTSV on 15/01/2013.

This photograph was taken at London and Country's Merstham Garage on 19th April 1996, a few days after the location had opened as a replacement for Reigate Garage. To the fore is Leyland Terrier dropside lorry WBV475Y. This was acquired second-hand in about 1988 and initially ran in plain green with London Country South West fleetnames. As can be seen, it later gained the two-tone green and red livery as used on the bus fleet. Note the fleetnumber A1 above the door handles and that a crane is fitted behind the cab. The buses in the background are mainly former LCBS AN and SNB vehicles, but there is also a Leyland National 2 (a type never operated by LCBS), and preserved RMC4 is just visible at the back. Merstham Garage only lasted until 2001, when Arriva pulled out of the area. Metrobus took over most of the services.

Photo 4258, by **Derek Everson**, added to LTSV on 15/01/2013.

Recently added to the database were the Ford Transit minibuses used as crew ferry vehicles by Armchair and Capital Citybus. In both cases the vehicles were late Mk2 models originally bought for National Bus Company subsidiaries. Armchair had C322RPE and D829UTF, photographed at their Brentford garage on 23rd January 2000. Both had Carlyle bodywork conversions and had been new to the Berks Bucks Bus Co (aka The Bee Line, and formed from the division of Alder Valley). They were transferred to co-owned London Buses in 1988 for use on services for Richmond Health Authority, passing on to Armchair in about 1995. As can be seen, both were repainted in Armchair's white/orange livery, while at least C322RPE gained Crew Bus lettering. C322RPE also evidently retained its Berks Bucks blinds, being set to Sandhurst in this view. Also visible in this photo is a former London taxi. Several bus companies used such vehicles as crew ferries, but it I have no record of Armchair being one of them.

Photo 4259, by **Derek Everson**, added to LTSV on 15/01/2013.

Another white/orange Ford Transit at Brentford, but rather a different vehicle to the previous one. For engineering support, Armchair used a couple of low-roof Ford Transit vans in company livery. One was K534AOM, seen at the main garage on 23rd September 2001. At the time, Armchair was operating a variety of buses on LT tendered services (such as the all-Leyland Olympian on the left) as well as a fleet of luxury coaches (a Van Hool-bodied example being on the right).

Photo 4260, by **Derek Everson**, added to LTSV on 15/01/2013.

A previously unreported vehicle was this long-wheelbase Mk4 Ford Transit van seen at Uxbridge Bus Station on 7th May 1998. Chiltern Rover was one of several localised fleetnames used by The Shires, this one being for operations from Amersham Garage. The Shires itself was a new name created in 1995 to unify the Luton & District and London Country North West operations. Its various fleetnames gradually disappeared following the creation of the Arriva brand in 1997. The van had evidently come in to London to attend to the bus visible in the background, this being one of 2 Northern-Counties bodied Volvo B6s bought by Motts (Yellow Bus) in 1994. Motts was bought by LDT/The Shires in 1995 and the B6s fitted in with a large fleet of similar buses already owned.

Photo 4261, by **Derek Everson**, added to LTSV on 15/01/2013.

A third K-prefix Ford Transit van, although this one appears to be completely anonymous. It was photographed at Wandsworth Garage on 27th April 1993 whilst still quite new. Wandsworth Garage was by then the home of London Coaches (note the white coach with large fleetnames reflected in the side of the van), and this van was presumably used for engineering support duties. The bull bars on the front are somewhat unusual. This van was later reported with the fleetnumber 009F, although I have no record of what other lettering it might have carried.

Photo 4262, by **Derek Everson**, added to LTSV on 15/01/2013.

Photographed in a sunny Horsham Bus Station on 23rd August 2012, this Ford Focus hatchback car is number 9026 in the Metrobus fleet. Operations in Horsham are performed using buses and staff from Crawley, hence the need for crew ferry vehicles such as this one. The fleet numbering is a bit obscure. Originally the 80xx series was used for crew ferry minibuses, 89xx for cars and 9xxx for engineering vehicles. More recently it appears that the 9xxx range has been used simpler for smaller vehicles.

Photo 4263, by **Derek Everson**, added to LTSV on 15/01/2013.

Metroline bought four new Ford Transit Connect vans in summer 2012 (see photo 4015), but photos and reports of them in use have been slow in coming. This photograph was taken near Perivale Station on 8th November 2012 and shows West Perivale based AV12WXE on the move. As well as neat lettering, the allocation code is also carried.

Photo 4264, by **Ray Monk**, added to LTSV on 15/01/2013.

A new version of the Vauxhall Combo van appeared towards the end of 2011 but over a year later there is still only one known example in use as a London service vehicle. This is Arriva London FN62SRX, photographed on Watermead Way (near Lea Valley Garage) on 2nd January 2013. Before anyone asks, I don't know what PSM stands for! The new model (known as the Combo D) is based on the Fiat Doblo design and is manufactured in Turkey. The previous model (Combo C) was built in Portugal and Spain.

Photo 4265, by **Colin Lloyd**, added to LTSV on 04/02/2013.

Apart from the additional side lettering, the four Smith Edison electric Ford Transit vans used by London Buses Infrastructure are virtually indistinguishable from the normal diesel versions. Two of the four are based at Victoria Coach Station and are somewhat hard to see. They are presumably kept (and recharged) in the basement car park there. Colin caught 7162F rounding Hyde Park Corner on 21st December 2012. LBSL Infrastructure has a fleet of 18 VW Transporter vans new in 2009/2010 which are probably coming up for replacement soon. It will be interesting to see whether the replacements include any more 'green' vehicles.



Photo 4266, by **Graham Smith**, added to LTSV on 04/02/2013.  
 Now over 4 years old, unique 2-axle Mercedes-Benz Econic dustcart WX08KUT still looked in good shape when it was photographed on Southgate High Street on 2nd October 2012.

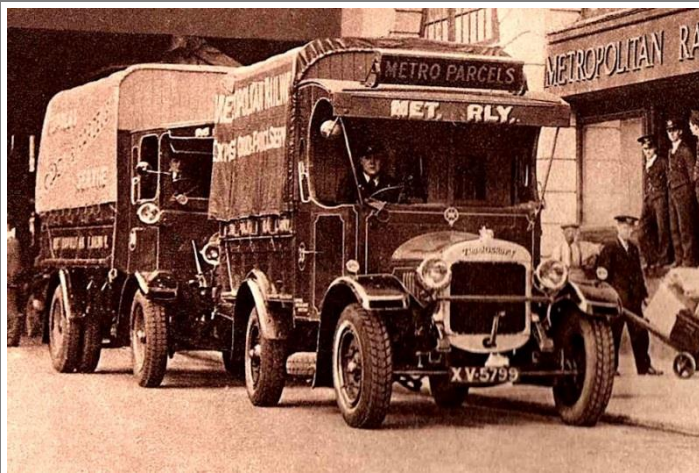


Photo 4267, by **Thornycroft**, added to LTSV on 04/02/2013.  
 Now this is rather special. This photograph appeared in a Thornycroft publicity brochure produced in 1930. It shows one of their lorries in Metropolitan Railway parcels service livery, at what looks like Baker Street Station. Fleetnumber 33 is visible on the bodyside, while a larger lorry in similar livery is parked behind. XV5799 was new in February 1928 and was one of just 6 Thornycrofts known to have become part of the London Transport service vehicle fleet in 1933. It was later given fleetnumber NY13 and lasted until 1937. Three of the other lorries were numbered NY10 to NY12 (numbers NY1 to NY9 were applied to single deck buses inherited from Peoples Motor Services of Ware), of which two (NY11/NY12) lasted long enough to be given new fleetnumbers (334T/335T) in 1939. Details of service vehicles in the pre-LPTB era are still a bit sketchy but I hope to get access to the vehicle record cards soon, which may shed some more light on things.  
 Comment by *Phillip Walton* on 05/02/2013: This looks similar to the plastic kit made by Keilcraft about 30 years ago. Except that was a van and this is a tilt lorry/van. A relatively easy conversion and the kits are still common; I think they may still be produced by Knightwing.



Photo 4268, by **Malcolm Conway**, added to LTSV on 04/02/2013.  
 Details of service vehicles operated by the early operators of London tendered bus routes are still a bit sketchy, and additional examples are still being turned up. Malcolm found this Ford Escort van in the background of a photo of Grey Green Volvo double-decker 154 at Becontree Heath on 16th March 1990. The van carried a white livery with large Grey Green lettering in orange (barely visible due to the sunlight). The Newcastle-area registration suggests it was operated from new in 1986 (the Cowie group had its headquarters in Sunderland).



Photo 4269, by **Malcolm Conway**, added to LTSV on 04/02/2013.  
 Ensignbus has used a blue and silver livery since the early 1980s, although it is not always applied to their service vehicles. One that did gain the full livery was Ford Transit van R979XFM, photographed at Purfleet Garage on 2nd February 2008. The date of acquisition is not known but it was withdrawn and scrapped quite soon after this picture was taken.



Photo 4270, by **John Hillman**, added to LTSV on 04/02/2013.  
 Ford Transit Connect van NH05XLT is number 1131 in the Arriva The Shires fleet and based at Hemel Hempstead. It was photographed in the town's bus station on 2nd August 2012.



Photo 4271, by **Ray Monk**, added to LTSV on 04/02/2013.  
 Metroline operates at least three Renault Grand Scenic cars as crew ferries, most likely from new in late 2010. LM60SUH was photographed outside Holloway Garage on 2nd January 2013. It wears the same dark red livery as the others but also has LT roundels on the sides and rear.



Photo 4272, by **Malcolm Conway**, added to LTSV on 04/02/2013.  
 The Bristol Omnibus Company was divided up in the mid-1980s, its outer parts becoming Badgerline and Cheltenham and Gloucester. The remains were centred on Bristol and later traded as City Line with a rather brash new livery of yellow, red and blue. Photographed at Lawrence Hill Garage on 27th June 1992 was their Bedford TM recovery truck MBX317P.



Photo 4273, by **Malcolm Conway**, added to LTSV on 04/02/2013.  
 Like Bristol City Line, Badgerline also quickly developed a bright new image for itself. Yellow again featured, but this time with green. Photographed at Kensington Garage in Bath on 27th June 1992 was Leyland Bison recovery truck MPP434P. Although about the same age as the vehicle in the previous photo, this one somehow looks older. The registration series suggest that both vehicles were acquired second-hand. Parked alongside is a Ford Transit van that may well be D639YLT (see photo 3596).

Photo 4274, by **Malcolm Conway**, added to LTSV on 04/02/2013.

Many UK bus companies used ERF recovery vehicles, a typical example being UTJ295V of Clydeside Scottish, photographed at Buchanan Street bus station in Glasgow on 26th June 1989. Clydeside had been created in 1985 from the division of Western Scottish Omnibuses, although between 1989 and 1991 the two companies were rejoined. The bus in the background is an ECW-bodied Daimler Fleetline in the distinctive Kelvin Scottish livery.

Photo 4275, by **Malcolm Conway**, added to LTSV on 04/02/2013.

Photographed at Sible Hedingham Garage on 14th May 2006, KMD161W was a Leyland Chieftain recovery truck operated by Hedingham Omnibuses. One of the longer-standing independent operators in East Anglia, they eventually sold out to the Go-Ahead Group in 2012. The Leyland Chieftain used the same G-cab design as found on smaller models such as the Terrier and Boxer. Although it appeared out of use, this example remained licensed until May 2008.

Photo 4276, by **Richard Eversden**, added to LTSV on 04/02/2013.

This is rather an odd one. Photographed at Poole Garage on 21st April 1996, this bus appears to have had all its windows painted over in white, suggesting use as a training/classroom or exhibition vehicle of some sort. TTA827X was a front-engined Bedford SB5 (note the forward axle) with Wadham Stringer Vanguard bodywork, new to Devon Area Health Authority in 1981. It later passed to Tourist Coaches, which was one of several small operators taken over by Wilts and Dorset in the 1990s. The vehicle retains Tourist fleetnames, while the livery is believed to be that applied by Devon AHA.

Photo 4277, by **Richard Eversden**, added to LTSV on 04/02/2013.

The Go-Ahead name first appeared as a prefix to the Northern fleetname in the mid-1980s. Northern General operated in the Newcastle, Sunderland and Durham areas and was the largest National Bus Company subsidiary to avoid being broken up in the preparations for deregulation. The revised fleetname is seen here on Ford Transit Mk2 van 103, photographed in 1991. Today the Go-Ahead group has transport interests in many parts of the UK, and is the largest operator of London bus services.



Photo 4278, by **Richard Eversden**, added to LTSV on 04/02/2013.

Back to Poole again, and the first Talbot service vehicle to be illustrated on this website. C134YEL was a Talbot Express van new in 1986 and given fleetnumber 9061 by Wilts and Dorset. As can be seen, it carried a variation of the red, black and white livery worn by their buses. Note the curious arrangement of doors, with a pair of hinged doors in the middle of the nearside. Photographed on 21st April 1996.

Photo 4279, by **Malcolm Conway**, added to LTSV on 04/02/2013.

Eastern National was a former National Bus Company subsidiary that was one of the first major operators to become involved in London tendered bus work. Illustrating operations in their home territory, this is Ford Transit Mk3 van D853SAR, seen at Southend Bus Station on 1st July 1989.

Photo 4280, by **Richard Eversden**, added to LTSV on 04/02/2013.

L174CTA was a Volvo FH recovery truck operated by First Bristol and carrying a basically white livery. Photographed in Bristol on 28th April 2001.

Photo 4281, by **Richard Eversden**, added to LTSV on 04/02/2013.

Here's another Bedford TM recovery truck, although this one has 3 axles and 8 headlamps! It was photographed whilst in the employ of Long's of Abercraf, a small operator based in the south of Powys. Long's eventually wound up as part of the Veolia group.



Photo 4282, by **Richard Eversden**, added to LTSV on 04/02/2013.

S710BDL was a rather unusual Ford Transit van, having a high-roof body on a short-wheelbase chassis. As such it was similar to London General T645NGW (see photo 988). Operated by Southern Vectis on the Isle of Wight, it was new in February 1999.



Photo 4283, by **Derek Everson**, added to LTSV on 04/02/2013.

Reading Buses abandoned the long-standing cream and maroon livery some time ago in favour of various bright 'modern' colour schemes. An orange variant is seen on the bus in the background of this shot taken on 27th September 2012. Main subject however is Ford Transit YK05HFE, a Mk6 long-wheelbase, high-roof van in a fairly plain silver livery.



Photo 4284, by **Colin Lloyd**, added to LTSV on 04/02/2013.

Colin photographed several SPT (Strathclyde Partnership for Transport) vehicles at Glasgow's Buchanan Street Bus Station on 20th July 2011. Perhaps the most interesting were two Land Rover Defenders. Shown here is open-backed SC11CWN, while station wagon AD59YYE was parked nearby. SPT was created in 2006 to take over from Strathclyde PTA (Passenger Transport Authority) and is responsible for planning and co-ordinating (but not operating) public transport in Glasgow and the surrounding areas. Its territory covers some fairly remote areas (such as South Lanarkshire, parts of Argyll and Bute and the Isle of Arran) which may explain the requirement for these 4-wheel drive vehicles.



Photo 4285, by **John Marshall**, added to LTSV on 03/03/2013.

A slightly murky but interesting photo, taken on 6th January 1959 at an unrecognisable (to me at least) General Gordon Place in Woolwich. Parked behind RT3921 is Bedford OLBD 5-ton lorry 656B, one of several allocated to Parsons Green.



Photo 4286, by **John Marshall**, added to LTSV on 03/03/2013.

Between 1959 and 1962, Liverpool Corporation Transport bought four of London Transport's mobile canteen semi-trailers along with the Bedford OSS prime movers that went with them. 709B went in February 1959 together with 702B. It was photographed in Liverpool on 21st July 1960, although sadly the identity of this trailer is not known. Also unknown is how long these vehicles remained in service on Merseyside, although it was long enough to allow both 702B and 706B to eventually be bought for preservation.



Photo 4287, by **LTSV Collection**, added to LTSV on 03/03/2013.

London Transport bought 12 Bedford KZ vans between 1948 and 1952, three of which were used as railway breakdown vans in the distinctive red and cream livery. 836B was the first and spent its entire life at Neasden depot, where it was photographed on an unknown date. Also visible are trains of 1938 and F stock. A further 10 Bedford KZ vans were ordered, and allocated fleetnumbers 837B and 845B-853B but these were cancelled before delivery.

Comment by *aecsouthall* on 15/03/2013: Superb photo Tom. Neil F.

Photo 4288, by **LTSV Collection**, added to LTSV on 03/03/2013.

Forty Bedford KD trucks took most of the fleetnumbers in the 854B to 896B range, the remainder being accounted for by two cancellations and one van. Surprisingly, the delivery of the batch was spread over a 5-year period (1948 to 1953) and did not take place in number order. This resulted in a very mixed set of registration numbers being applied. High numbered 895B was one of the first to arrive, and was one of 120 service vehicles given registrations in the JXC series. It was allocated to Hounslow Garage (as seen on the allocation plate on the bodyside) but was photographed at Turnham Green Garage (date unknown) parked in front of a row of RT buses.

Photo 4289, by **Derek Everson**, added to LTSV on 03/03/2013.

Derek has been making regular visits to the British Car Auctions site at Blackbushe to photograph former service vehicles being prepared for sale. Many of the vehicles have already been illustrated during their working lives but here is one that certainly wasn't. Vauxhall Combo van 6458V was new in April 2008 and was unusual for having a Nottingham registration. Allocated to Tube Lines at Stratford Market, it served for four and a half years but was only reported 5 times. It was returned off-lease then put up for auction by BCA on 3rd January 2013. Evidently it did not get sold as it was auctioned again on 10th January. Derek photographed the van awaiting its fate on 8th January. The removal of fleetnumbers and company logos is normal, that of some of the wheeltrims not so!

Photo 4290, by **London Spotter**, added to LTSV on 03/03/2013.

Ford Transit dropside truck 7373F was delivered in July 2012 as a replacement for 6386F and is therefore based at the former Grant Rail depot at North Crescent, West Ham. It was photographed outside the depot on 17th October 2012. Note how the sidelights can obscure the fleetnumbers from certain angles.

Photo 4291, by **Malcolm Conway**, added to LTSV on 03/03/2013.

Fleetnumbers 7382 to 7418 were all assigned to Tube Lines, but the batch included just one Ford Transit dropside truck. 7401F is the normal LWB ECF (extended chassis frame) version fitted with a crew-cab and tail-lift. It is allocated to Stratford Market Depot but was photographed coming down Bollo Lane towards Acton Works on 19th February 2013.

Photo 4292, by **Malcolm Conway**, added to LTSV on 03/03/2013.

From early 2013 several new service vehicles were seen in white livery with no markings apart from fleetnumbers. The types have included Ford Transit vans and dropsides, and Citroen Berlingo vans such as 7581 photographed on Bollo Lane on 19th February 2013. It could be that these have been leased to replace earlier vehicles that operated in un-marked white (such as the 6632 to 6646 batch) although those vehicles did not carry their allocated fleetnumbers.

Photo 4293, by **Ray Monk**, added to LTSV on 03/03/2013.

KV60KTF was one of five Toyota Prius cars operated by TfL Private Hire in connection with taxi and mini-cab monitoring. It originally had a 'Taxi - Private Hire' roundel and was allocated to Cromwell Road Bus Station in Kingston. When photographed on 26th February 2013 it had had its roundels removed, and it was parked at Eltham Bus Station, normally home to similar KV60KTK. What all this means is not yet clear....

Photo 4294, by **Malcolm Conway**, added to LTSV on 03/03/2013.

More puzzles and speculation now. Two Honda CR-V cars were delivered in the first half of 2012 carrying silver livery without fleetnumbers. Nothing much unusual in that, several earlier CR-Vs were also numberless. However, this pair did not appear in the official fleetlist that we received in October that year. The list had been edited to remove most of the unmarked cars, and any police or security-related vehicles. As far as we know, the CR-Vs are used by electrical engineers, and they are certainly what you would call 'liveried', even if the colours are non-standard. I think they may have been removed in error, and I also think it likely that they are both allocated fleetnumbers. However, there aren't very many unclaimed numbers for this period. 7280 and 7310 are possible candidates, or they could be 7459 and 7468. Hopefully a future list will reveal all. LG12RYT was photographed on Bollo Lane on 11th September 2012.

Comment by *Thomas Young* on 06/03/2013: Number 7310 has now been 'claimed' by an LBSL VW van.

Photo 4295, by **Ray Monk**, added to LTSV on 03/03/2013.

Four white Peugeot Partner Tepee cars were delivered in late 2012, registered KP62FVH/J/K/L. Adjacent registration KP62FVM then appeared on liveried 7605P. I don't normally publish details of unmarked cars but I am not certain that that is what these are. Observations suggest that they are operated as pool cars, and they may be allocated fleetnumbers. Ray caught KP62FVL leaving the TfL Streets garage in Southwark on 8th February 2013, seemingly on loan to cover one of their own cars. As can be seen, it was carrying a detachable light-bar.

Photo 4296, by **John Marshall**, added to LTSV on 03/03/2013.

Having used Vauxhall Movano van 5911V (see photo 3371) since December 2006, the London Transport Museum finally got a new van in the form of Fiat Ducato LB62EJA in early 2013. This vehicle is reportedly owned rather than leased and it is unmarked apart from the unusual fleetnumber LTM001 (the other marks on the side are reflections of the adjacent container). As with the earlier vans, it will probably be seen at certain bus rallies, being used to transport museum shop stock. On 5th February 2013 it was parked outside the museum depot.

Photo 4297, by **Derek Everson**, added to LTSV on 03/03/2013.

An interesting find at Eastleigh Railway Works on 16th January 2013 was this rather sorry-looking former tube train. Delivered in October 1934 as Piccadilly line car number 3690, it was renumbered as pilot motor car number L130 in 1967, working with the former 3693, renumbered as L131. Repainted maroon, the pair were used for various duties including (in 1981) working a rail grinding car over the BR lines between Kingston and Shepperton. Later repainted yellow, L130 survived as one of several pre-1938 stock cars (including some returned from the Isle of Wight) retained at Acton for possible eventual restoration. It seems this is not now going to happen, the move to Eastleigh presumably being a precursor to scrapping. Visible on the adjacent track are several stored, German-registered, covered steel coil wagons.

Photo 4298, by **John Lloyd-Martin**, added to LTSV on 03/03/2013.

Our Yorkshire correspondent recently sent in this photograph taken in Alwoodley, Leeds on 12th February 2013. The subject is Ford Transit van X203ELK of Transdev's Harrogate operation, seen attending to a Wright-bodied double-decker. It was only when preparing this photo for publication that I realised the van had once been a London area service vehicle. It served with London Sovereign (which later became part of Transdev) between 2001 and about 2007.

Photo 4299, by **Derek Everson**, added to LTSV on 03/03/2013.

A recent addition to the Abellio fleet is Citroen Berlingo van PF02BXD, photographed at Staines Bus Station on 19th February 2013. As well as being slightly older than most of the other second-hand acquisitions it also has a non-standard livery of dark blue.

Photo 4300, by **Ray Monk**, added to LTSV on 03/03/2013.

As far as I know, this is the third of the Honda ST1300 motorcycles that joined the Stagecoach fleet at West Ham Garage during 2012. However, RY54NEJ (not to be confused with similar RY54NDJ) has only been seen at Lewisham Bus Station (as here on 22nd February 2013), suggesting it may in fact be based at Catford Garage. Observations would be welcomed.

Comment by *slr* on 08/05/2013: It's based at Plumstead, but permanently stationed at Lewisham Mon-Sat mornings awaiting calls.

Photo 4301, by **Derek Everson**, added to LTSV on 03/03/2013.

WU11JFN is a Vauxhall Meriva car used as a crew ferry vehicle by Epsom Buses. It was new in May 2011 and may have been operated since then, although it was first reported a year later. It does appear to have been successful since a batch of similar cars was later ordered to replace the 2004-vintage Toyota Yaris cars. Note the curious stepped window line and minimal lettering in this rear view taken in Epsom town on 13th December 2012.

Comment by *Thomas Young* on 13/07/2013: Still no reports of further Merivas at Epsom. However, what I did notice today is that these cars have the passenger doors hinged at the back (like the old London taxis), hence both handles are near the centre.

Photo 4302, by **Ray Monk**, added to LTSV on 03/03/2013.

Epsom Buses is expecting a batch of 8 Vauxhall Meriva cars to renew its crew ferry fleet, although only one additional example has been reported to date. This is LB62KWP, seen leaving the garage on 7th February 2013. The only indication of its role is the LT roundel on the front, although there may be a company name in the rear window as on earlier WU11JFN.

Photo 4303, by **Derek Everson**, added to LTSV on 03/03/2013.

Metroline appears to have settled on the Renault Grand Scenic car to fulfill its crew ferry role, and several garages are now operating the type. Perivale has two 62-reg examples, both of which have the company name on the bonnet. LL62YZH was photographed at Perivale Station on 13th February 2013.

Photo 4304, by **Ray Monk**, added to LTSV on 03/03/2013.

In early 2013 Metrobus took delivery of a large batch of 15 Mercedes-Benz Vito minibuses for use as crew ferries. Eleven (fleetnumbers 8053 to 8063) are at Orpington with the remainder (8064 to 8067) at Croydon. An equal number of 2008 Renault Trafic minibuses were replaced, leaving just the two newest examples at Crawley (8043/8044). 8060 was catching some winter sun when photographed at Lewisham Bus Station on 13th February 2013.

Photo 4305, by **Derek Everson**, added to LTSV on 03/03/2013.

We have already illustrated a Cedars Assist recovery truck with fleetnumber 1 (back in 2006 - see photo 1607), but this is not the same vehicle. Volvo FH SV56FKJ was photographed passing Waterloo Station on 5th December 2012, with London Central PVL329 on tow.

Photo 4306, by **Derek Everson**, added to LTSV on 03/03/2013.

Time for another mystery. DAF CF recovery truck SN08KWG was acquired by Sovereign Recovery in late 2010 and was unusual for having a 4-axle chassis. Its standard Sovereign livery was modified by mid-2012 (see photo 4101), suggesting it had perhaps been sold on. However, it then turned up as the new regular vehicle to be stationed at Park Lane, as photographed on 20th February 2013. The livery has been further amended and is now totally anonymous plain white. It remains to be seen who actually operates this vehicle.

Comment by **Ray** on 09/04/2013: This position was occupied by NX06BAU today, 9/4/2013..

Photo 4307, by **Derek Everson**, added to LTSV on 03/03/2013.

Looking smart in standard First colours when photographed in Bath on 31st January 2013, this Ford Cargo dropside lorry is surely rather old to still be in regular use with a major operator. New in 1990/1991, the Sheffield registration suggests it was acquired second-hand, or perhaps from South Yorkshire Transport (now part of First). It is a nice example of what might be called a traditional service vehicle though.



Photo 4308, by **Derek Everson**, added to LTSV on 03/03/2013.

The rather curiously-named Xelabus is a relatively new operator based in the Eastleigh area of Hampshire. Their fleet includes these two support vehicles photographed at the garage on 7th February 2013. Fleetnumber 901 is Ford Escort van Y295AGF while in the background can be seen Iveco Daily van HX09EXJ (902). Also visible is a yellow Robin Reliant van done up in 'Only Fools and Horses' style.

Photo 4309, by **Colin Lloyd**, added to LTSV on 03/03/2013.

Not a trace of pink or purple on this First service vehicle, although it leaves no doubts as to its role. Carrying national fleetnumber 90485, short-wheelbase mid-height Ford Transit van ST61EFX is (despite the Scottish registration) based in Norwich. It was photographed on 20th April 2012.

Photo 4310, by **Thomas Young**, added to LTSV on 03/03/2013.

7536VW is one of a largish batch of Volkswagen Caddy Maxi crew vans new for Tube Lines in 2012. Ray and Steve both saw this vehicle when it was brand new, which was lucky since it has been very elusive since. It is believed to be allocated to Stratford Market Depot, and I found it parked on the road alongside Willesden Green Station on 2nd March 2013. Just visible behind the fence is the top of Staff Welfare Facility van 6519F.

Photo 4311, by **Thomas Young**, added to LTSV on 03/03/2013.

A lucky find at Willesden Green Station on 2nd March 2013 was this trio of consecutively-numbered Ford Transit dropside trucks. Both the Jubilee and Metropolitan lines were suspended on this date, and various work was being undertaken on the station platforms. The three Transits were parked right outside the station entrance, and were all from a batch recently delivered to Stratford Market Depot to replace similar 6716F to 6721F. I only ever saw one of that batch, and indeed just one of the batch before that; 5925F to 5930F.

Photo 4312, by **Derek Everson**, added to LTSV on 03/04/2013.

Most of the Ford Transit staff welfare facilities vans leased between 2007 and 2009 remain in use, although fewer of them seem to be kept in the lorry yard at Acton these days. What has been seen there recently are a pair of new Mercedes-Benz Sprinter toilet vans and at least one hired van. Not previously illustrated, 6726F (fleetnumber not carried) is one of the newer Ford Transits, and one of 3 to carry overall white livery. It was photographed on Bollo Lane on 6th March 2013. Note the Clarks labels on the back door and bumper, and also the sticker warning cyclists to stay back.

Photo 4313, by **London Spotter**, added to LTSV on 03/04/2013.

Vauxhall Astra van 6831V is unusual (but not unique - see photo 4027) for carrying London Underground markings on standard livery but without the red stripe. New in November 2009, it operated in unmarked white/blue for about 2 years. As this photograph taken in Elm Park on 3rd March 2013 shows, it has still not gained fleetnumbers.

Photo 4314, by **Derek Everson**, added to LTSV on 03/04/2013.

6897VW is one of 8 Volkswagen Transporter vans leased in 2010 for use by London Buses Infrastructure unit. Initially based at Uxbridge station, the allocation of vehicles there was reduced soon afterwards and 6897VW was moved elsewhere. It has been seen hiding in the car park beneath the Westfield Shopping Centre, and also in the adjoining bus station. However, on 27th February 2013 it was caught leaving Acton Works, just 10 minutes after similar 6900VW did the same.

Photo 4315, by **Ray Monk**, added to LTSV on 03/04/2013.

Found parked on Victoria Embankment on 9th March 2013 during work at the nearby station, 7097V is a Vauxhall Combo van from the Pelham Street allocation. New in July 2011, this was one of the last Combo vans leased for the central fleet (for now). The steps in front are attached to demountable body DB8, used as a site office.

Comment by *Ray* on 01/08/2013: DS62ZXE is parked behind, one of three used that day.

Photo 4316, by **London Spotter**, added to LTSV on 03/04/2013.

7185R is from a batch of 10 Renault Kangoo Maxi vans assigned to the Tube Lines Lifts and Escalators section. As such, they are nominally allocated to Frank Pick House at Acton but in reality only one or two are normally kept there. On 19th December 2012 7185R was found parked in Heath Park, near Romford.

Photo 4317, by **London Spotter**, added to LTSV on 03/04/2013.

We now know that 14 of the 15 Renault Modus cars leased for LUL in 2011/2012 are officially allocated to Templar House in Holborn. They are not thought to be kept there, although several can be seen parked nearby each night. 7199R was found rather further east, in Princes Road, Romford, on 17th February 2013.

Photo 4318, by **Ray Monk**, added to LTSV on 03/04/2013.

An unexpected addition in late 2012 was a single Volkswagen Transporter van for LBSL Infrastructure use. It was seen at the Bedfont dealership in November, then was reported in Enfield. Luckily it then settled at Stratford City Bus Station, making it quite easy to see, as here on 4th March 2013. The reason for leasing a single vehicle is not known. Its number (7310VW) is rather low for a vehicle of its age, suggesting perhaps a long lead-time. As such, it could have been a delayed replacement for VW Caddy van 6409VW (see photo 3903), which was also based at Stratford City. It can be distinguished from the other 4 VW Transporter vans based here by having a slightly revised headlight/bonnet design, and also by having just the Buses roundel on its cargo door.

Photo 4319, by **Ray Monk**, added to LTSV on 03/04/2013.

7321VW is one of a pair of VW Caddy vans leased for LUL in March 2012, and based at Acton Works. On 6th March 2013 it was caught coming up a rather quiet-looking Bollo Lane.

Photo 4320, by **Kevin Bullions**, added to LTSV on 03/04/2013.

7502F is rather unusual in being a petrol Ford Focus hatchback, rather than the more common diesel estate. It was leased in October 2012 and appears to be allocated to High Barnet Station (where it was photographed on 14th March 2013). High Barnet is a Tube Lines station but vehicles used by LUL train operations carry LUL livery as seen here. Note the red/blue at the bottom of the hatch.

Photo 4321, by **Ray Monk**, added to LTSV on 03/04/2013.

Looking rather more than its 4 months of age, 7523F is a Ford Transit Tipping Dropside Truck allocated to Hainault Depot. It was photographed leaving home on 18th March 2013. The blossom on the tree may have been a bit premature as the remainder of March was bitterly cold.

Photo 4322, by **Ray Monk**, added to LTSV on 03/04/2013.

7524VW and 7525VW are a pair of Volkswagen Transporter vans used by Tube Lines from their Frank Pick House base in Acton. Rather unusually, both have additional lettering for their role as Escalator Response Vehicles. 7524VW was photographed parked on Museum Way at Acton Town Station on 6th March 2013.

Photo 4323, by **Graham Smith**, added to LTSV on 03/04/2013.

Registrations in the LM62Yxx range are carried by quite a few Ford Transits new in late 2012 and early 2013. 7544F is a medium wheelbase minibus liveried for Tube Lines. It has been seen working on the south end of the Northern Line, but was photographed in North Finchley on 14th March 2013.



Photo 4324, by **Ray Monk**, added to LTSV on 03/04/2013.

Another LM62 Ford Transit is 7551F, a dropside truck with crew-cab and tail-lift. This one is allocated to the track depot at Edgware, meaning it is not often seen in London. However, on 6th March 2013 it was photographed on Bollo Lane in Acton.



Photo 4325, by **Derek Everson**, added to LTSV on 03/04/2013.

After a period with no deliveries, several Ford Focus estates were leased during 2012. One of them was 7570F, carrying Tube Lines livery and caught as it left Acton Works on 6th March 2013.



Photo 4326, by **Neal Marshall**, added to LTSV on 03/04/2013.

Vehicles in the number range 7576 to 7591 have (so far) all been in unmarked white livery. One of them is Ford Transit dropside truck 7590F, photographed at East Croydon on 4th March 2013. As the location would suggest, this vehicle is working for Tramlink, and it carries a water tank in the back for use in connection with track cleaning. Unmarked Renault Master dropside 6645 latterly performed the same role (see photo 3639).



Photo 4327, by **Ray Monk**, added to LTSV on 03/04/2013.

The Volkswagen Transporter van is similar in size to a Ford Transit. LBSL Infrastructure have a definite preference for the type, while a small number are regularly added to the LUL/JNP fleets. 7593VW is a short-wheelbase low-roof example operated by LUL from Hainault Depot. It was photographed passing the station there on 18th March 2013.

Photo 4328, by **John Godwin**, added to LTSV on 03/04/2013.

The first service vehicle numbered in the 76xx block was reported in November 2012 (Honda CR-V 7609H - see photo 4229) but it was a couple of months before any more were seen. 7611VW is a Volkswagen Caddy van new in February 2013, and photographed passing through Waterloo on 18th March 2013. The allocation of this van is not yet known, although it has been noted that several similar vehicles based at Westferry Circus were returned off-lease recently.

Photo 4329, by **Derek Everson**, added to LTSV on 03/04/2013.

Photographed waiting for the level crossings on Bollo Lane on 6th March 2013, LK08BHW is an Iveco Stralis dropside lorry new in 2008. This rear view shows the extended stanchions fitted recently together with the protective bars. These are intended as a safety feature for staff working on the vehicles.

Photo 4330, by **Derek Everson**, added to LTSV on 03/04/2013.

An unexpected find on Bollo Lane on 27th February 2013 was KR11XWK, a Volkswagen Passat estate car in silver livery with white/red emergency markings. It appears to be a permanent member of the fleet and has presumably been operated since new in 2011. However, it had never previously been reported, and it was not included in an official fleetlist received in 2012. Any further reports (that might indicate where this vehicle is based) would be appreciated.

Comment by *Kim Rennie* on 04/04/2013: Kept in basement of 15 Westferry Circus, E14.

Photo 4331, by **Derek Everson**, added to LTSV on 03/04/2013.

This rather impressive-looking lorry was taken into stock in May 2012 but was not photographed on the move until 6th March 2013, when Derek caught it leaving Acton Works. Based on a MAN TGS 3-axle chassis it has a rather hefty crane fitted behind the cab. The steering rear axle is raised when not required, although curiously it still steers.



Photo 4332, by **Ray Monk**, added to LTSV on 03/04/2013.

Abellio has been adding some new service vehicles to its Hayes allocation recently, possibly in connection with tender renewals on bus routes 350 and H28. Although the additions continue the policy of buying 3-4 year old vehicles, they are cars rather than vans, and are operated in their original colours rather than being repainted white. This blue Ford Fiesta photographed in Hayes town on 14th March 2013 is even more unusual for having an Irish registration number. This was presumably applied by its previous owner.



Photo 4333, by **Ray Monk**, added to LTSV on 03/04/2013.

Another of the Abellio additions is Ford Fiesta PK59DFJ in a rather vibrant shade of green. It was photographed near the garage in Hayes on 14th March 2013.



Photo 4334, by **Graham Smith**, added to LTSV on 03/04/2013.

Sullivan Buses returned to TfL tendered bus work during 2012, winning route 298. Early the following year they joined the list of operators that have used former London taxi cabs as crew ferry vehicles, when two Carbodies FX4s were acquired. These were soon joined by a third in the form of N168PYK, photographed at their South Mimms base on 16th March 2013 (the other two are visible in the background). All three had been smartly repainted in red livery but had yet to gain company lettering.



Photo 4335, by **Graham Smith**, added to LTSV on 03/04/2013.

The Sullivan Buses crew ferry taxis work between the garage at South Mimms and the northern terminus of route 298 at Potters Bar Station. P850SJD was photographed at the latter location on 20th March 2013.



Photo 4336, by **Ray Monk**, added to LTSV on 03/04/2013.

Dartford-based Vauxhall Astra van W763KHU is yet another Arriva Southern Counties vehicles to have been repainted red (from white) in recent months. It was photographed at Eltham High Street on 21st March 2013. The Arriva presence in Eltham has reduced recently with Metrobus gaining some of their bus route contracts.



Photo 4337, by **John Hillman**, added to LTSV on 03/04/2013.

Centrebus is a Leicester-based company with operations in various parts of England, including Hertfordshire. ND03FRC is a Ford Transit Mk6 van used for engineering support and photographed at St Albans Station on 22nd March 2013.



Photo 4338, by **Ray Monk**, added to LTSV on 03/04/2013.

Vauxhall Combo van LV06KJY has been with Arriva London for a few years, perhaps from new, and has been noted at Wandsworth and Wood Green garages. However, it initially operated in unmarked navy blue. It later gained a light-bar and Arriva lettering and transferred to the Dagenham/Barking garage, perhaps as a replacement for the Land Rovers latterly based there. The curious fleetnumber of DX150 was perhaps chosen to follow on from the large batch of Vauxhall Corsa cars (which got as high as 145). It was photographed passing the flyover near to its home garage on 20th March 2013.



Photo 4339, by **LTSV Collection**, added to LTSV on 03/04/2013.

Three Metroliner-liveried service vehicles were photographed parked (in the disabled bays) at Cricklewood Garage on 25th March 2013. On the left is Nissan Note car BW11MWX, initially reported as being Brentford-based. The two Ford Transit Connect vans are from a batch of three that were most likely acquired new in 2010 but which were originally unmarked, and not reported until 2012. The company has offices in the new garage building here so these vans are probably used for some administrative role rather than for engineering support. Note the snow on the red car.





Photo 4340, by **Ray Monk**, added to LTSV on 03/04/2013.  
 As predicted a few months back, some more RK62xxx registered Mercedes-Benz Vito crew vans did indeed turn up at Go-Ahead London's Silvertown base. As with those at Rainham, they are operated in unmarked red livery. RK62OEX was photographed passing Crossharbour Station on 9th March 2013.



Photo 4341, by **John Godwin**, added to LTSV on 03/04/2013.  
 KX03AHF is a Volvo recovery truck used by J & A Recovery, slightly larger than Sovereign's similarly registered KX03ABF (see photo 3012). On 1st July 2012 AHF was photographed at Tolworth with London United Enviro 200 SDE3 on tow.



Photo 4342, by **Richard Davis**, added to LTSV on 03/04/2013.  
 The newest recovery truck in the Sovereign fleet at present is DAF CF DU61 SOV, photographed at the former Arriva London garage in Edmonton on a sunny 3rd March 2013.

Photo 4343, by **Dave Elison**, added to LTSV on 03/04/2013.

First Manchester Volvo FL6 towing lorry G869TNF is similar to previously illustrated G712TVU (see photo 2498) and has a consecutive fleetnumber. The livery application is markedly different though. It was photographed at Bolton Bus Station on 19th March 2013. First has a national numbering system for its buses and service vehicles, the latter being in the 9xxxx range. This does not seem to apply to their London-based service vehicles though.

Photo 4344, by **Dave Elison**, added to LTSV on 03/04/2013.

Unmarked Vauxhall Corsa van YG11VKS is operated by Arriva in Manchester, and is very similar to some Arriva London vehicles (such as YG11VKK and YG11VKU). It was photographed in Wigan Bus Station on 19th March 2013 keeping company with Corsa car FH11DXD.

Photo 4345, by **Damon Cross**, added to LTSV on 20/05/2013.

A pleasant surprise at this year's Cobham (Brooklands) bus rally was the appearance of both of the Bedford CALV ambulances once owned by London Transport. 1492B on the right is a familiar vehicle, having been owned by the London Bus Preservation Trust for many years. 1532B on the other hand has not been reported for years. It is believed to have changed ownership recently and appeared in unlettered white livery. I'm not sure if these two vehicles would ever have been together before. 1492B was new in May 1968 and spent most of the next 17 years at Aldenham Works. 1532B was new in May 1969 and was based at Chiswick. Both were withdrawn in 1985 and it is possible they were stored together prior to their sale. In the background of this photo (taken on 21st April 2013) are the cockpit sections of TSR2 and VC-10 aircraft.

Comment by *Thomas Young* on 11/12/2013: I've just come across a 23/04/1985 dated list of service vehicles stored at AEC Southall and apparently both ambulances where there then.

Photo 4346, by **Thomas Young**, added to LTSV on 20/05/2013.

Former 6462VW was found parked at Stratford railway station on 10th April 2013, being photographed from the Westfield footbridge. New in 2008 for LBSL, it was one of the rarer vehicles for that operator, and ran in plain red with just fleetnumbers and (sometimes) labels. Since disposal, it has gained a roof-rack and neat lettering for Copley and Son Electrical Contractors.

Photo 4347, by **Thomas Young**, added to LTSV on 20/05/2013.

The Renault Kangoo Compact van is the rarest of the four variants of the model in the central fleet, with just 3 being taken so far. The first pair have operated since new in unlettered white/blue livery, as seen on 7141R at Abbey Wood on 24th April 2013. It is believed to be allocated to Tube Lines at Stratford Market Depot. Similar 7140R was also there at first but was later seen with LUL labels.

Photo 4348, by **Derek Everson**, added to LTSV on 20/05/2013.

One of many Renault Kangoo Maxi vans added to the central fleet during 2012, 7359R works for Tube Lines from Stratford Market Depot. It was photographed leaving Acton Works on 17th April 2013.

Photo 4349, by **Malcolm Conway**, added to LTSV on 20/05/2013.

The large number of Renault Kangoo and Volkswagen Caddy vans leased over the past few years appear to have been at the expense of the similar-sized Ford Transit Connect, with very few of the latter model taken. 7435F was the only 12-registered Connect leased and remains (at present) the newest in the fleet. It is based at Ruislip Depot but was photographed across London at Newbury Park Station on 12th May 2013.

Photo 4350, by **Ray Monk**, added to LTSV on 20/05/2013.

Fleetnumbers in the block 7576 to 7591 are all on otherwise unlettered white vehicles. As well as Ford Transit vans and dropsides, the batch also includes some Citroen Berlingo vans, a type that has not previously featured in the central fleet. 7578 was caught leaving Acton Works on 13th May 2013 with an Emergency Response Unit label applied to the bonnet.

Photo 4351, by **Ray Monk**, added to LTSV on 20/05/2013.

It took a while for the first 13-reg SVs to be reported, one of the first being Ford Transit dropside truck 7598F seen leaving Acton Works on 13th May 2013. Although carrying standard LUL livery I am going to speculate that this is actually a JNP vehicle. Why? Well, it is carrying yellow rail hoists that I often used to see similar 6292F loaded with. 6292F went off lease about the same time as 7598F arrived, suggesting it was replaced by the latter. Finally, I had heard that the Tube Lines brand was to be phased out in favour of LUL signage during 2013. We shall see....

Photo 4352, by **Ray Monk**, added to LTSV on 20/05/2013.

The Peugeot Partner Tepee estate car has been a popular type for the central fleet since 2011, 50 having been reported added so far. One of the latest is 7605P, photographed at Edgware Road Station on 28th April 2013. Delivered in the first few days of 2013 along with similar 7604P and 7606P, the registration follows on from four unmarked examples new the month before (KP62FVH/J/K/L).

Photo 4353, by **Damon Cross**, added to LTSV on 20/05/2013.

It's back! Citroen Relay AY07EZB was last seen at Acton Museum Depot in March 2011, at which time it comprised just a cab, front axle and chassis frame. Now looking much more complete, it was photographed at the Depot on 5th April 2013 in LTM blue livery. The vehicle alongside is a preserved Paris bus.

Photo 4354, by **Damon Cross**, added to LTSV on 20/05/2013.

Recently bodied Citroen Relay AY07EZB visited both the Brooklands Museum open day and the HCVS rally in spring 2013. It was photographed on the Brighton sea front at the latter event on 5th May 2013. As can be seen, the nearside features a large top-hinged door that doubles as an awning when opened. The vehicle has so far been used to promote the Friends of the LT Museum group.

Photo 4355, by **Derek Everson**, added to LTSV on 20/05/2013.

TfL Streets acquired four Mitsubishi i-MiEV electric cars in June 2010. Based at Chancel Street in Southwark, they were fairly regular visitors to Acton Works, as the photos on this site show. The last of the four to be illustrated is WX10JSZ, seen leaving the Works on 17th April 2013. Similar WX10JSV was seen at Acton the following month with its lettering and orange stripe removed. It could be that they are due to be returned to the lessors, or that a new livery is planned.

Photo 4356, by **Ray Monk**, added to LTSV on 20/05/2013.

The Peugeot Ion electric car is virtually identical to the Mitsubishi i-MiEV, and a single example was added in April 2011. Initially carrying Tube Lines labels on its plain white livery, it was allocated to LUL at Loughton Station, where a dedicated charging point was installed in the staff car park. By 9th May 2013, when it was photographed arriving at Hainault, it had gained LUL branding on the front and sides, and it also had the fleetnumber 7608P. The latter suggests that the car was perhaps formally taken into stock in early 2013, although on the other hand it clashes with a report of Ford Transit LN13HDE being numbered 7608F.

Photo 4357, by **Ray Monk**, added to LTSV on 20/05/2013.

Here's another SV that you could easily miss. Vauxhall Astra van LN62RFF was photographed at North Greenwich station in unlettered silver livery on 22nd April 2013. It was new in September 2012 as a replacement for 6793V (see photo 3459) in the LBSL fleet. The role of these vans is not known, although 6793V at least had a light-bar, rear chevrons and LBSL labels to give the game away. LN62RFF (which is not apparently allocated a fleetnumber) is completely anonymous. Note that both vans lacked wheeltrims.

Photo 4358, by **Ray Monk**, added to LTSV on 20/05/2013.

Supporting my earlier speculation that the Tube Lines livery is no longer being applied, no 13-reg SVs have yet been reported carrying it. However, the brand was to be seen on labels applied to Ford Transit dropside truck EU13XES, photographed leaving Museum Way at Acton Town on 29th April 2013. Given the non-standard registration series, this vehicle is presumably a short-time hire or loan. Note the reduced-height tail-lift platform, perhaps a fold-over type to aid rearward vision.

Photo 4359, by **London Spotter**, added to LTSV on 20/05/2013.

Arriva started repainting its support vehicles at Grays to red livery following the completion of a similar program at Dartford garage. Carbodies FX4 taxi P814HME is allocated fleetnumber CF35 and was initially used in a rather worn-looking black livery with the Arriva name across the bonnet. The repaint included silver wheels and the taxi still looked smart when it was photographed at Romford on 4th April 2013.

Photo 4360, by **Derek Everson**, added to LTSV on 20/05/2013.

Vauxhall Vivaro van EX53LMF has been at Arriva Southern Counties' Grays garage since at least 2008, possibly since new in 2003. In spring 2013 it was repainted from white to red livery, with Buses roundels on the sides and an Arriva name across the front (the back is in plain red). It was photographed at Romford Station on 20th March 2013.

Photo 4361, by **London Spotter**, added to LTSV on 20/05/2013.

Another red Arriva vehicle at Romford on 4th April 2013, this being Vauxhall Astra van BN55NFF. This was until 2013 Arriva the Shires fleetnumber 1128, based at Garston garage in white livery. Since the repaints do not include fleetnumbers, we don't yet know if this transfer has been allocated a new fleetnumber in the Southern Counties V-prefixed series.

Photo 4362, by **Derek Everson**, added to LTSV on 20/05/2013.

Whoa! This unmissable Vauxhall Combo van was parked in the bus station at Staines on 24th April 2013 and was evidently being used as a crew ferry by Abellio. NV57HXO had only been reported once before, working from Beddington Cross garage in white livery with Abellio fleetnames, in 2011. It was then delicensed for some time and was presumed withdrawn. It has evidently been returned to use. As for the livery, this is tellingly similar to that on the buses of The Green Bus company, who now operate some vehicles from Abellio's Byfleet garage.

Photo 4363, by **Derek Everson**, added to LTSV on 20/05/2013.

Metroline acquired three Renault Master vans in late 2011, replacing a trio of 4-year old Mercedes-Benz Sprinter vans. Photographs of the new vans have been slow in coming, the first of LM61UOD being this one of it arriving at the Perivale CELF works on 17th April 2013. LM61UOH is still to be captured...

Photo 4364, by **Derek Everson**, added to LTSV on 20/05/2013.

Metrobus took 15 new Mercedes-Benz Vito crew ferry minibuses in early 2013, with fleetnumbers 8053 to 8067. The last four (8064 to 8067) were allocated to Croydon garage, the remainder at Orpington. Having said that, 8064 has been seen at Lewisham, suggesting it may now be at Orpington too. 8066 (RJ62ZHM) was photographed at Addington Village Interchange on 10th April 2013. Note that the home garage is named on the driver's door.

Photo 4365, by **Derek Everson**, added to LTSV on 20/05/2013.

Two for the price of one at Canning Town Bus Station on 20th March 2013. Go-Ahead London's unmarked Mercedes-Benz Vito crew van RK62DES leads Stagecoach Ford Transit minibus YF11HUH past two of the CT Plus dual-door Optare Solo buses.

Photo 4366, by **SLR**, added to LTSV on 20/05/2013.

Photographed just after delivery to Go-Ahead London's New Cross Garage on 9th May 2013, EK13LLP is a new Ford Transit engineers van. Destined to replace similar EF05YJD, it had yet to have lettering applied. Both vans were to short-wheelbase, mid-height configuration.

Photo 4367, by **Ray Monk**, added to LTSV on 20/05/2013.

An unexpected development in April 2013 was the delivery of 6 new Vauxhall Astra cars to Arriva the Shires' Garston garage. They replaced an equal number of Citroen Berlingo vans (that had been used for just over a year) on crew ferry duties. The new cars adopted the fleetnumbers of the vans they replaced (V209 to V214), although these are displayed as just the last two digits, placed near the fuel filler. Otherwise, the only markings are an Arriva name in the back window. Four of the cars were black, including V214 (FE13ZXY), photographed at Harrow Bus Station on 22nd April 2013, there also being one red and one blue. The Citroen vans were returned off lease, and it remains to be seen whether more Astras are added to replace the other four at Garston (V206/7/8 and V215).

Photo 4368, by **Ray Monk**, added to LTSV on 20/05/2013.

DK58FHM is a Mercedes-Benz Actros recovery truck owned by SRE Rescue and Recovery. On 8th April 2013 it was photographed at Eltham Bus Station attending to a Metrobus Scania OmniCity double-decker. Just visible on the left is white Toyota Prius KV60KTF. One of five such cars used by TfL Private Hire for night-time checks on taxi and minicab operators, this one was recently swapped with KV60KTK (now at Kingston), whilst most of the batch have now lost their TfL roundels.

Photo 4369, by **John Godwin**, added to LTSV on 20/05/2013.

Lucketts of Fareham (Hampshire) is a long-established coach operator, who also now own Coliseum Coaches and Worthing Coaches. The names of these other companies are included in the interesting livery applied to this Ford Fiesta car, while a fleetnumber (C41) is also carried. The car was photographed in Brighton on 30th March 2013.

Photo 4370, by **Colin Lloyd**, added to LTSV on 30/06/2013.

Ford Transit Connect van 6215F managed an unusually long service life of very nearly 6 years before being returned off-lease in May 2013. This photograph was taken very early on the 16th April 2013 as the van passed Turnpike Lane Station. Note the (upside-down) Underground label attached to the interior sun-visor.





Photo 4371, by **Ray Monk**, added to LTSV on 30/06/2013.

Vauxhall Combo van 6579V was new in October 2008. When I saw it near Orpington in 2012, without its Tube Lines logos, I presumed it had gone off-lease. However, it turns out that it remains in stock but has transferred to the Tramlink operation. It was photographed leaving the Therapia Lane depot on 7th June 2013. Also visible is their silver Ford Ranger EY570XH.



Photo 4372, by **Ray Monk**, added to LTSV on 30/06/2013.

Volkswagen Transporter crew van 6972VW gets about a bit, judging by the sightings reported. Nominally allocated to Hainault Depot, it seems to actually live in New Addington, as here on 11th June 2013. Along with similar 6994VW (see photo 3727), it is in LUL livery but with logos on the rear only.



Photo 4373, by **Derek Everson**, added to LTSV on 30/06/2013.

There are two slightly odd aspects to this photograph of Renault Kangoo Maxi van 7276R. Firstly, it lacks the LUL roundels on the front and side. Secondly, it was photographed parked at Walthamstow Bus Station (on 20th March 2013).



Photo 4374, by **Ray Monk**, added to LTSV on 30/06/2013.

Among the large number of Renault Kangoos added to the leased fleet in 2012, only a couple are what you might call 'non-standard'. 7343R was a Kangoo Estate new in May that initially operated in unmarked white. It gained LUL lettering about a year later (as seen when leaving Acton Works on 16th May 2013), but still lacked fleetnumbers and the blue/red skirting.



Photo 4375, by **Derek Everson**, added to LTSV on 30/06/2013.

A rare view of the yard at Bollo House in Acton on 17th April 2013 with a trio of service vehicles on display. As I have mentioned before, the pavement on Bollo Lane passes within a few feet of vehicles parked here but the height difference and bushes makes them all but invisible. On the left are Renault Kangoo Estates 7382R and 7384R while on the right is Vauxhall Combo van 6663V. All are in Tube Lines white/blue livery and all sport the rear cyclists notices that have multiplied over the past year.



Photo 4376, by **Ray Monk**, added to LTSV on 30/06/2013.

A visitor to Museum Way at Acton Town on 18th June 2013 was Stratford-based Volkswagen Caddy van 7447VW.



Photo 4377, by **Ray Monk**, added to LTSV on 30/06/2013.

With rather snazzy wheels, this is Ford Focus estate car 7460F leaving Acton Works on 13th May 2013. The car was new in July 2012, seemingly as a replacement for similar 6696F. Note the red van/s visible within the works, although I was unable to make out whether they were LBSL IRUs or something else.



Photo 4378, by **Ray Monk**, added to LTSV on 30/06/2013.

Following an initial batch of seven in May 2011, LUL has taken further Smart Fortwo cars in smaller quantities. 7480SM was new in late 2012 and was first seen in daylight at Bollo Lane on 6th June 2013. Note that the latest deliveries have the Smart logo on the front grille rather than on the bonnet.



Photo 4379, by **Ray Monk**, added to LTSV on 30/06/2013.

7483R is a London Underground-liveried, normal-length Renault Kangoo van new in November 2012. Although working from Griffith House at night, it can sometimes be found parked up in Eltham during the day, as here on 13th January 2013.



Photo 4380, by **Thomas Young**, added to LTSV on 30/06/2013.

Ford Transit crew van 7513F was first licensed in November 2012 but appears not to have entered service until a few months later. It was first seen at Neasden Station yard on 25th May 2013 (as shown here) and is believed to have replaced very similar 6582F, which went off-lease in April. Note the growing number of notices applied to the rear of such vehicles, this one also having a speed limited sign.



Photo 4381, by **Ray Monk**, added to LTSV on 30/06/2013.

The plain white vehicles in the number range 7576 to 7591 are slowing being uncovered, although a few numbers remain to be reported. 7589F is a Ford Transit dropside truck and, as with similar 7590F (see photo 4326), is allocated to Tramlink work. Ray found it parked at Lloyd Park Tramlink stop on 7th June 2013.



Photo 4382, by **Ray Monk**, added to LTSV on 30/06/2013.

Unmarked apart from fleetnumbers, Ford Transit dropside truck 7591F appears to be identical to Tramlink-allocated 7589F and 7590F. It was photographed leaving Acton Works on 16th May 2013. This trio of trucks was probably leased to replace unmarked Renault Master dropside trucks 6644 to 6646.

Photo 4383, by **Ray Monk**, added to LTSV on 30/06/2013.

An unexpected addition to the leased fleet in May 2013 was a group of Fiat Doblo Maxi vans, with 6 so far reported. These carried fleetnumbers 7660 to 7665 with a new suffix of FI. Although wearing LUL livery, it soon became clear that they were used for internal mail deliveries. This is proved by this view of three of the vans parked outside the 55 Broadway mail room on Petty France, Westminster on 18th June 2013. 7665FI is to the fore, with 7664FI and 7660FI behind. The livery suggests that the rumours of the demise of the Tube Lines brand were not exaggerated. What is odd is that the Fiat Doblo model was chosen, since it is also available badged as a Vauxhall Combo (compare the above with photo 4264 of a new Vauxhall Combo). Perhaps the required combination of long-wheelbase and cargo doors on both sides is only available on the Fiat version.

Photo 4384, by **Colin Smith**, added to LTSV on 30/06/2013.

London Underground acquired three Mercedes-Benz Unimog road-rail lorries in the 1980s. One was sold a while back but the remaining pair have spent the last few years languishing at Lillie Bridge Depot. They were latterly kept in the area underneath one of the Earls Court exhibition buildings, and could just be seen from trains passing on the West London line. It was thus something of a surprise to find one in the lorry park at Acton Works on 21st June 2013. C622EWT carried railway rolling-stock fleetnumber L85 and had a generator in its drop-side body. I'm not sure if the contraption mounted on the front is a coupling or a power take-off. Anyway, it was loaded onto trailer T60, coupled to Actros artic 2591. It remains to be seen whether the future will see their disposal or renovation. Note the safety railings on trailer T67 parked alongside.

Comment by *Phillip Walton* on 01/07/2013: That looks like a Scharfenburg coupling.

Comment by *Kevin Bullions* on 16/07/2013: I 'heard' they were going to be refurbished after years of languishing there may be some work for the pair. Back of the 'Moggy' is a compressor and the front is a coupling, nothing fancy, just a pin type coupler for attaching to wagons fitted with an RCH coupling hook.

Photo 4385, by **Thomas Young**, added to LTSV on 30/06/2013.

LBSL Infrastructure Volkswagen Transporter van 6823VW is perennially parked in the corner of Cromwell Road Bus Station in Kingston, as here on 11th April 2013. However, the topicality is provided by the plain white Toyota Prius alongside. Early 2013 saw the five Toyota Priuses allocated to TfL Private Hire lose their roundels. The Kingston and Eltham examples also swapped allocations.

Photo 4386, by **Ray Monk**, added to LTSV on 30/06/2013.

This Iveco Daily dropside truck has been seen at Acton Works on numerous occasions recently. It carries no lettering or labels, but always seems to have a tarpaulin neatly secured over its load-space. Ray did well to catch this view of it arriving back at the works in some miserable weather on 28th May 2013.

Photo 4387, by **London Spotter**, added to LTSV on 30/06/2013.

The latest addition to the fleet of crew ferry cars at Arriva's Grays garage is Carbodies FX4 taxi P109RYU, believed to be allocated fleetnumber CF42. It was photographed parked in the Lidl's car park at Romford Station on 19th June 2013. Alongside is Vauxhall Astra hatchback Y411PWC. Acquired from the MoD for use at Dartford, this was given fleetnumber CF8 and initially ran in white livery. It was transferred across the river in 2010 and repainted red in spring 2013. Just visible on the left is silver Ford Mondeo CF26 (BK56XRU).

Photo 4388, by **Ray Monk**, added to LTSV on 30/06/2013.

It looks like some resurfacing is needed at Transdev's Harrow Garage! Photographed on 22nd April 2013, WM06OXY is an anonymous Vauxhall Corsa van.

Photo 4389, by **Derek Everson**, added to LTSV on 30/06/2013.

Positively shining in the sun at Bulls Bridge Tescos on 13th March 2013, GY59MXR is one of several brightly-coloured Ford Fiesta cars to have joined the Abellio fleet in recent months.

Photo 4390, by **Ray Monk**, added to LTSV on 30/06/2013.

Metroline's Ford Transit Connect van AY60WRV was one of a trio that initially worked from Cricklewood garage in unmarked white livery. It later transferred to Holloway and was given appropriate lettering for its new role as an engineering support van. It was caught leaving the garage on 31st May 2013.

Photo 4391, by **Ray Monk**, added to LTSV on 30/06/2013.

Arriva and Ensignbus are the only operators known to currently operate Vauxhall Vivaro vans, although Metrobus and Metroline have examples badged as Renault Trafics. High-roof YG11VKM is fleetnumber V202 in the Arriva the Shires fleet and was new in August 2011. Based at Garston garage, it does make the odd trip into London, as seen here at Edgware Bus Station on 18th April 2013. Alongside is Citroen Berlingo van V206, one of eleven acquired in 2012 but which are already being replaced by cars.

Photo 4392, by **Thomas Young**, added to LTSV on 30/06/2013.

Northumberland Park Garage passed from First to Go-Ahead in March 2012, and continued to make use of contractors for crew ferry services. However, from the beginning of June 2013 these contracts were terminated and the services brought in house. A variety of Mercedes-Benz Vito vehicles were sourced and a line-up of five was photographed at the garage on 8th June. Nearest is black crew van RJ60ONU, transferred from Rainham. The black minibus in front is SG62GHF, one of at least two new vehicles used. The silver crew van is RJ60ONV, also from Rainham, while the red one is RJ60ZGD, latterly at Silvertown. Lastly, the white minibus at the head of the line is former Metrobus RK08WNB. Note that none of the vehicles carry any lettering.

Photo 4393, by **Ray Monk**, added to LTSV on 30/06/2013.

Metroline's Potters Bar Garage held another open day on 8th June 2013. As usual, a couple of crew ferry cars were well hidden amongst the staff cars in the front car park. Rather surprisingly, this sporty-looking (and unmarked) Vauxhall Astra hatchback appears to be a company vehicle. More normal Renault Grand Scenic LM60SVO can be seen on the right.



Photo 4394, by **Ray Monk**, added to LTSV on 30/06/2013.

Taken on the day of the open day at the nearby garage (8th June 2013), this photograph shows Metroline Ford Transit Connect van AV62YTG attending to a failed Enviro 200 bus at Potters Bar Station.



Photo 4395, by **Ray Monk**, added to LTSV on 30/06/2013.

The Renault Grand Scenic estate car is now the most numerous crew ferry car type used by Metroline, with 8 examples that we know of. All wear a dark red livery and have varying amounts of lettering or roundels. Photographed at the back entrance to Holloway Garage on 31st May 2013 were LO62BNZ and LM60SVL. Note the slight changes to the frontal design.



Photo 4396, by **Ray Monk**, added to LTSV on 30/06/2013.

The new Vauxhall Astra crew ferry cars at Garston garage can regularly be seen at Edgware, Harrow and Golders Green. At the latter on 18th April 2013 was blue FL13AOS, with its fleetname just visible in the rear window.



Photo 4397, by **Ray Monk**, added to LTSV on 30/06/2013.

Metrobus has been restocking its minibus fleet this year, with 15 arriving in January/February and a further three in May. All are Mercedes-Benz Vito 113s, and they have replaced all the earlier Vitos and all but two of the Renault Trafic minibuses. Seen at Addington Interchange on 11th June 2013 were new 8068 and last year's 8047. Note that the latter vehicle has the name of the garage on the door. This only seems to be applied to Croydon-based vehicles.



Photo 4398, by **Colin Lloyd**, added to LTSV on 30/06/2013.

Carrying the appropriate registration of BIG620, this Scania R620 recovery truck is one of the latest additions to the Sovereign Recovery fleet. It was photographed in Westminster on 16th April 2013 with an Arriva Tour VXE-class bus on tow. Note that the lorry has National Express lettering in addition to TFL.



Photo 4399, by **London Spotter**, added to LTSV on 30/06/2013.

This Mercedes-Benz Sprinter van belonging to Sovereign Recovery has a very similar layout to the London Buses Incident Response Unit vans. It is however based on the slightly lower power 313 model. Photographed at Euston Bus Station on 17th April 2013.



Photo 4400, by **Neal Marshall**, added to LTSV on 02/07/2013.

Photographed this morning (2nd July 2013) on the Purley Way is a Ford Transit dropside tipper carrying a brand new livery. With a fleetnumber that appears to be 7627F, and London Tramlink lettering and roundels, the livery is normal white and blue but with a green stripe. The same livery has been worn by the trams themselves for the past few years, but this is its first appearance on a service vehicle. As an aside, the London Overground version (similar but with an orange stripe) is carried by two VW Golf estate cars but has yet to be photographed.



Photo 4401, by **Derek Everson**, added to LTSV on 12/08/2013.

Mercedes-Benz SK 2534 artic tractor 2551M was just 10 days old when Derek photographed it at Acton Works on 19th June 1995. It was coupled to Andover step-frame trailer T60, new two months earlier, while Freight Rover Sherpa van 2422L is parked on the left. If you look carefully between the loading ramps of the trailer, you can just make out the letters NL1. This was the fleetnumber applied to an un-registered Ransome Height Rider wheeled access hoist. The location appears to be the shed now used by the Emergency Response Unit (see photo 2579). 2551M served the fleet for almost exactly 14 years, while trailer T60 is still in stock in mid-2013.



Photo 4402, by **Derek Everson**, added to LTSV on 12/08/2013.

Peering through the fence at the old AEC works in Southall on 28th August 1986, Derek found a few vehicles of interest. Nearest the camera is Ford Transit minibus FS19 (MLK719L). New in 1973 this could be classed as a service vehicle since it was modified as a radio trainer in 1983. Sent to Southall for storage in July 1986, it was sold for preservation in September. Behind this are the sheeted remains of a bus, most likely one of the MCW Metrobuses destroyed by the fire at nearby Southall Garage on Christmas day 1985. Beyond that are three service vehicles, two unidentified Ford Escort vans flanking Bedford Astra van 3275B. All are showing signs of accident damage.

Photo 4403, by **Kim Rennie**, added to LTSV on 12/08/2013.

Mercedes-Benz Sprinter IRU van 6996M has been seen at various locations since it was new in 2011, mainly Turnpike Lane but also Stratford. It was probably working from the latter when it was photographed at Bow Church on 14th July 2013.

Photo 4404, by **Ray Monk**, added to LTSV on 12/08/2013.

The ten Peugeot Bippers delivered to Tube Lines in late 2011 are all nominally allocated to Frank Pick House, although only one or two are normally kept there. Highest numbered 7175P visited on 26th July 2013, and also called in at the main Acton works as seen here.

Photo 4405, by **Thomas Young**, added to LTSV on 12/08/2013.

Also nominally assigned to Frank Pick House are ten Renault Kangoo Maxi vans, whose fleetnumbers follow on from the Bippers. 7184R is one that has never been reported at Acton, or in daylight. In the early hours of 8th August 2013 it was photographed on Parkway, just round the corner from Camden Town Station.



Photo 4406, by **Thomas Young**, added to LTSV on 12/08/2013.

Providing a bit of variety at Baker Street on the night of 7th/8th August 2013 was Renault Modus car 7205R, one of several that work out of Templar House (Holborn) at night. It was parked on Melcombe Street in front of Ford Transit crew van 7022F, the latter having made the short journey from Griffith House.



Photo 4407, by **Thomas Young**, added to LTSV on 12/08/2013.

The Peugeot Partner Tepee car has been a popular choice since 2011, with at least 56 added to the central fleet so far. 7213P was a one-off for the Griffith House allocation, and hence carries yellow/red chevrons on the rear. On 7th August 2013 it was found parked on nearby Homer Street.



Photo 4408, by **Ray Monk**, added to LTSV on 12/08/2013.

By my best reckoning, there are about 80 service vehicles allocated to Stratford Market Depot, of which 40 are Renault Kangoos. However, there are currently only two 'regular' vans there, the remainder being Maxi or Compact van variants or estate cars. One of the pair is 7372R, seen emerging from Cam Road on 4th July 2013. This is the only road access to the depot and, due to the central reservation, both arriving and departing vehicles have to do so going west.

Comment by *Thomas Young* on 16/08/2013: A couple of points to clarify about this location. This is still the main access to and from the depot but there is now a connection between Cam Road and Kerrison Road about 20 metres from the junction with High Street, meaning that vehicles can bypass the latter point. There is also a second road entrance at the south end of the depot on Abbey Road, although this appears to be for emergency use only. Visiting here during the day time is not usually very productive, and the only decent view into the depot is reserved for occupants of the newish offices and flats. However, as with some other depots, a night time visit can be interesting. I recently spent 2 hours standing at the junction shown above and noted about 60 vehicles, the busiest time being between midnight and 1am. 6 vehicles passed from elsewhere on High Street, while 56 came out of the depot itself. These included a few from the related allocations at North Crescent and Westferry Circus and also several of the facilities vans which used to be based at Acton Works. Finally please be aware that hanging around here at night is not something I would recommend that you do on your own!

Photo 4409, by **Thomas Young**, added to LTSV on 12/08/2013.

With the lights of Griffith House visible at the end, this is the view looking along Harcourt Street on 7th August 2013. At least 9 service vehicles are visible, the nearest being Renault Kangoo Maxi van 7484R. It is still not clear why the majority of vehicles associated with Griffith House are treated to rear chevrons when similar vehicles elsewhere are not.

Photo 4410, by **Thomas Young**, added to LTSV on 12/08/2013.

Several Tube Lines liveried service vehicles were found parked around Camden Town Station in the early hours of 8th August 2013. This line up was headed by Edgware-based Volkswagen Caddy Maxi crew van 7547VW, behind which was all-white Ford Transit facilities van 7431F. Apart from a Peugeot Bipper van, the other vehicles visible are either unmarked or belong to contractors.

Photo 4411, by **Thomas Young**, added to LTSV on 12/08/2013.

Not previously reported, this Ford Transit crew van was found parked outside Camden Market on 8th August 2013. It is one of three new in early 2013 numbered 7553F to 7555F. All are assigned to work on the Northern Line although their actual allocation is not known.

Photo 4412, by **Thomas Young**, added to LTSV on 12/08/2013.

Renault Kangoo van 7558R is currently unique in having just fleetnumbers on a silver livery, along with the rear chevrons typical to Griffith House vehicles. It was photographed on Crawford Street on 7th August 2013.

Photo 4413, by **Ray Monk**, added to LTSV on 12/08/2013.

Fleetnumbers 7576 to 7581 are carried by otherwise unmarked white Citroen Berlingo vans new in early 2013, although 7577 has yet to be reported. 7576 was parked at the LUL offices on Allsop Place (Baker Street) in the early evening of 7th August 2013, keeping company with regular resident Renault Kangoo estate 7132R.

Photo 4414, by **Ray Monk**, added to LTSV on 12/08/2013.

A batch of yet more Renault Kangoo Maxi vans was delivered in July 2013, these being the first of the 'Phase II' variant. As this photograph of 7641R coming down Bollo Lane on 2nd August 2013 shows, the changes to the frontal design are very apparent. Reports have suggested that at least some of this batch are being used as mail vans from Acton, alongside (or perhaps in comparison with) the recently delivered Fiat Doblo Maxis.

Photo 4415, by **Thomas Young**, added to LTSV on 12/08/2013.

Another of the Phase II Renault Kangoo Maxi vans delivered in July 2013 was 7644R, photographed on Cardington Street (alongside Euston Station) at 2am on 8th August. Service vehicles do appear to be gaining an increasing amount of notices and warning signs recently, especially around the door handles and on the backs.

Photo 4416, by **Ray Monk**, added to LTSV on 12/08/2013.

Upminster Depot has had an allocation of one low-roof Ford Transit van in recent years, so when I saw this photograph of 7650F leaving the depot on 8th July 2013 I assumed this was the latest. It has been reported a couple of times in Acton since then, but further evidence for the allocation is that previous resident 6568F was auctioned at BCA a few days after 7650F arrived. Ah, but hang on! 6568F was shown on the BCA website by 4th June, almost a week before 7650F was first licensed. Ummm...

Photo 4417, by **Ray Monk**, added to LTSV on 12/08/2013.

This might be another case of me guessing an allocation wrongly. New high-roof Ford Transit van 7653F was photographed at Northumberland Park Station on 25th June 2013, having made the short trip from the depot seemingly to visit the shops. Not surprisingly, I added this van as being based here, but it has not been seen by several subsequent visitors, whilst it has been noted in Acton.

Photo 4418, by **Ray Monk**, added to LTSV on 12/08/2013.

At least eight Ford Focus estate cars were delivered to LUL in July 2013, six of which were visible in the staff car park on the 20th. You can't read the fleetnumbers through the bushes and fences at this location so we will have to wait for further reports. It is not clear where these cars are destined for, there being no noticeable batches of similar vehicles due for replacement. One that we do know the number for is 7685F, caught leaving the works on 26th July 2013.

Photo 4419, by **Thomas Young**, added to LTSV on 12/08/2013.

The highest numbered service vehicle reported as of today is 7698VW, a Volkswagen Caddy van found parked near Camden Town station on the 8th of August 2013. This area was surprisingly busy, even at 2am on a weekday. Presumably the first vehicles with numbers in the 77xx range will be reported any day now.

Photo 4420, by **Ray Monk**, added to LTSV on 12/08/2013.

I was slightly annoyed when I saw this photograph. WR10ZZP was one of two Renault Kangoo estate cars delivered in unmarked silver in June 2010. They were a very regular sight in the car park at Acton Works and I surmised that they might actually be allocated fleetnumbers. Therefore I added them to the database here (unmarked cars are not normally covered). However, an official list obtained in October 2012 showed that they were indeed un-numbered and for this reason I left them out of the recently published SUP24F booklet. But then Ray photographed WR10ZZP leaving Acton Works (with a friendly driver) on 2nd August 2013, and it has gained labels with an LUL roundel and 'Capital Programmes Directorate' lettering. I await reports as to whether sister car WR10ZZT also has these. By the way, another slight annoyance is that the DVLA shows the colour of many silver vehicles as being grey. In this case the official colour is 'Cosmic Grey', but I think silver is probably simpler!

Photo 4421, by **Colin Lloyd**, added to LTSV on 12/08/2013.

LS61XPD is one of two Toyota Prius cars new to TfL Streets in January 2012. Colin was the first person to photograph it, capturing it twice on 14th June 2013, first at Enfield then at Turnpike Lane. The latter location is shown here.

Photo 4422, by **Derek Everson**, added to LTSV on 12/08/2013.

Another group of unmarked cars added to the database on the basis that they may be allocated fleetnumbers was a batch of four Peugeot Partner Tepee cars acquired in December 2012. KP62FVH-FVL were white and their registrations preceded those on similar but liveried 7605P (KP62FVM) and 7616P (KP62FVN). The white cars have been seen at various locations since, but were left out of SUP24F since they had still not gained any markings. KP62FVH was found at Finchley Central Station on 17th July 2013.

Photo 4423, by **Derek Everson**, added to LTSV on 12/08/2013.

Photographed at Finchley Central Station on 5th June 2013, Ford Transit jumbo crew van LM62YSR does not carry any fleetnumbers but it is likely to be allocated one. It is one of two vehicles recently seen with additional 'POINT CARE' lettering (just visible below the larger side Tube Lines logo), the other being Renault Kangoo Maxi van 7474R. Parked alongside is unmarked silver Ford Mondeo LN09WXM, which wore Tube Lines logos during 2011.

Comment by *Thomas Young* on 05/03/2014: Now known to be allocated fleetnumber 7478F.

Photo 4424, by **Derek Everson**, added to LTSV on 12/08/2013.

Some new staff welfare facility vans were added in early in 2013, based on the Mercedes-Benz Sprinter instead of the Ford Transit used hitherto. Two carried Tube Lines lettering on a basically white livery (the yellow stripe is a reflective tape safety feature) and were regularly parked with the others in the lorry yard at Acton Works. The first usable photograph of one was this, taken on 5th June 2013 and showing PE62CFJ moving from the lorry yard to the main works. A third similar vehicle has been reported (PE62CFD) but this carries lettering for a rental company.

Photo 4425, by **Ray Monk**, added to LTSV on 12/08/2013.

On our recent night trip, I was using a tripod while Ray was trying hand-held shots. Rather surprisingly, some of his results were better than mine. For example, this view of unmarked Renault Kangoo van LX13SYG on Harcourt Street made use of a quarter second exposure.

Photo 4426, by **Thomas Young**, added to LTSV on 12/08/2013.

Another of the unmarked Renault Kangoo vans found on Harcourt Street (near Griffith House) on the night of 7th August 2013 was LX13WUM. This rear view shows that they carry rear chevrons exactly like the 'proper' service vehicles that work from here. One thing I didn't notice at the time was the Volkswagen Transporter van on the other side of the road. Seemingly plain white, the registration RE61FYX is in series with several 'proper' service vehicles.

Photo 4427, by **Derek Everson**, added to LTSV on 12/08/2013.

We don't know much about this vehicle, lettered as a Rapid Response Unit and photographed at Acton Tram Depot on 20th February 2000. A Mk4 Ford Transit dropside truck, it was new in 1993 with an unknown registration, changing to HDZ5428 in about 1995. This plate was previously carried by Centrewest's Renault S75 minibus RW28, withdrawn in April 1995 and re-plated G397CLD in July. The Transit was seen again at Alperton in 2005 and is still currently licensed as HDZ5428. However, it is believed to have been sold in about 2006.

Photo 4428, by **Derek Everson**, added to LTSV on 12/08/2013.

Go-Ahead London's Volvo recovery truck VLT46 has not been reported much over the past few years. Derek found it outstationed to Wimbledon during the tennis championship in 2013 and photographed it passing open-top Volvo Olympian NV170 on 26th June. Since delivery it has gained chrome mirror covers and also what looks like a camera (presumably to aid with manoeuvring) on the front grille.

Photo 4429, by **Derek Everson**, added to LTSV on 12/08/2013.

Westlink was one of the first 'red' bus companies to start taking non-CDS supplied service vehicles, and was also a pioneer of using former London taxi cabs as crew ferry vehicles. At least four were operated, the first in early 1989. Photographed at their Hounslow Heath base on 30th August that year were LHV340P and TUW378S. Both were licensed as Austin vehicles (the FX4 was later built by Carbodies) and both were repainted red. None of the four lasted more than a couple of years, and Westlink later switched to using second-hand Ford Fiesta vans.

Photo 4430, by **Derek Everson**, added to LTSV on 12/08/2013.

This interesting photograph was taken at Park Royal Garage on 21st July 1996. This small base was originally used by R&I Buses, taken over by MTL London Northern in October 1995. As can be seen, several of the buses still retained the attractive R&I red and blue livery. Three service vehicles are visible, the smallest being brand new Daewoo Nexia car N764PHX on the right. The Nexia was based on the Vauxhall Astra design, and this is the only Daewoo vehicle ever recorded as a service vehicle. It carried MTL logos on red livery but lasted less than 6 years before being delicensed and presumably scrapped. Just visible in front of this car is white Ford Transit minibus D221PVM with fleetnumber 187, while on the left is high-roof Transit van L474NHE displaying fleetnumber FS801. Park Royal appears to have been a maintenance outstation of the main R&I garage at North Acton. Does anyone know when it closed?

Photo 4431, by **Derek Everson**, added to LTSV on 12/08/2013.

For the first dozen years of bus tendering in London, companies could paint their buses any colour they liked. London Buslines chose a bright livery of yellow with brown relief, later enhanced with orange bands. Photographed at their Southall yard on 6th May 1996 were Ford Transit Mk5 van M101PJB and several buses. Note the mid-mounted light-bar and front bull-bars. London Buslines had been bought by Centrewest earlier in 1996 and was eventually absorbed into the First London operation.

Photo 4432, by **Ray Monk**, added to LTSV on 12/08/2013.

Two Metroline DP-class buses have recently been added to the database, though in reality have been service vehicles for quite some time. P674MLE and P675MLE were new to MTL London Northern as their DP274 and DP275 in May 1997, being among the last step-entrance Dennis Darts for London use. They passed to Metroline when MTL sold its London operations, and DP274 became an ancillary vehicle in 2002, followed by DP275 in 2006. It is not clear if these were normal driver training buses at that stage but within a few years they were both modified to act as crew rest vehicles. Some of the seats were removed and tables fitted. As such, one of the buses was often outstationed to the rather remote East Acton terminus of route 7. DP275 was photographed there on 5th August 2013. Note how the red livery has faded almost to pink.



Photo 4433, by **Derek Everson**, added to LTSV on 12/08/2013.

The FX4 London taxi was notable for being changed very little during its long production life. P-prefix P744SHX was new in 1997 but appears identical to Westlink's P-suffix LHV340P, 22 years its senior. This is one of many bought by Arriva the Shires in 2012 and repainted for use as crew ferries. Allocated fleetnumber CF85 and based at High Wycombe, this example gained Arriva corporate blue and cream livery. It was photographed at the town's bus station on 24th July 2013.

Photo 4434, by **Derek Everson**, added to LTSV on 12/08/2013.

Although it is in the process of removing itself from London bus operation, First retains several subsidiaries to the east and west of the capital. This colourful line-up was photographed at Slough garage on 24th July 2013 and features VW Crafter van VO59XSM. Five very similar vans were used by First London. The buses comprise Mercedes-Benz Citaros ES64021 (in Heathrow blue livery) and ES64013 (in the new but old yellow Beeline livery), and Dennis Darts 42643 (Plaxton-bodied and new to Yorkshire Rider) and 41175 (Marshall-bodied and new to Centrewest).

Photo 4435, by **Graham Smith**, added to LTSV on 12/08/2013.

Metroline Renault Master van LM61UOH was photographed at South End Green, Hampstead Heath on 5th August 2013. This is the northern terminus of route 24, in the news recently when it became the first route wholly converted to NBfL (New Bus for London) operation. LT31 is visible beyond, showing the neat application of matching registration numbers.

Photo 4436, by **Colin Lloyd**, added to LTSV on 12/08/2013.

London United's nine Ford Transit vans entered service in mid-2012 but several have proved rather shy. Highest numbered FT9 is officially based at Hounslow Heath, although it has also been seen at Stamford Brook. On 7th June 2013 it was captured passing through Hounslow on its way to the other (much older) garage.

Photo 4437, by **Derek Everson**, added to LTSV on 12/08/2013.

London General's Merton garage took delivery of a new Ford Transit van in June 2013. On the 26th it was parked outside the main entrance, still gleaming and unmarked, although it had gained a light-bar and lettering within a week. This van appears to have replaced battery electric Transit NK59DFX (see photo 3035), suggesting that Go-Ahead's aim of operating an all 'green' support fleet is still a long way from being achieved.

Comment by *slr* on 14/08/2013: NK59DFX was over 3.5t in weight so was unavailable for a lot of the engineers to drive due to licensing issues. Perhaps explaining the regular transit.

Photo 4438, by **Thomas Young**, added to LTSV on 12/08/2013.

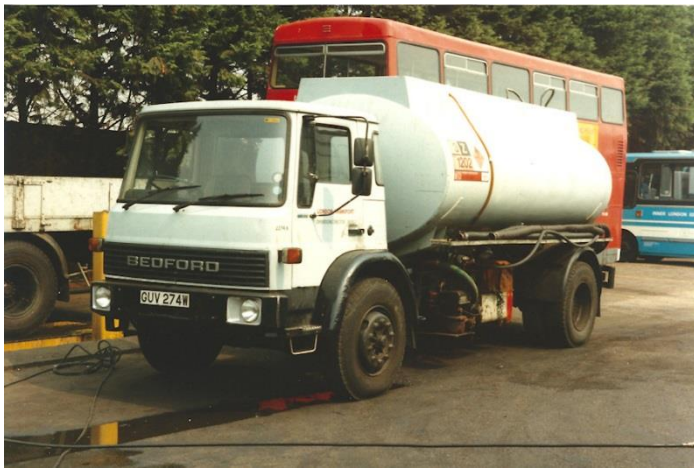
An unexpected development in July 2013 was the delivery of a new crew ferry fleet to Go-Ahead London's Northumberland Park garage. As already noted (see photo 4392), a selection of fairly modern vehicles had been assembled there only in June. When I visited on 10th August 2013 I noted 8 new vehicles and none of the earlier ones. The new deliveries comprise a pair of Mercedes-Benz Vito minibuses and, rather unusually for Go-Ahead, at least 6 Vauxhall Combo vans. These have a 2+2 configuration, in that they have an extra pair of seats but no additional windows. All of the vehicles were in unmarked red livery.

Photo 4439, by **Ray Monk**, added to LTSV on 12/08/2013.

Another of Northumberland Park's new Vauxhall Combo vans is HY13YUD, photographed leaving the garage on 10th August 2013. The road here (Marsh Lane) is a dead end, serving only the bus garage and one of the gates to the adjacent Victoria line depot. Visitors may find it useful to know that there is a footpath from the end of the road that leads to Watermead Way. LUL service vehicles can often be seen parked in the area visible on the right of this photograph, although the height difference, fence and materials preclude photography. Present on this occasion were several contractor's vehicles plus very rarely seen Renault Kangoo Maxi van 7557R.

Photo 4440, by **Ray Monk**, added to LTSV on 12/08/2013.

A new name to the London transport scene from June 2013 was Tower Transit. This was formed when First London sold three of its bus garages to Australian firm Transit Systems. The new name and logo was quickly applied to the fleet of 400 buses and also to some of the engineering support vehicles. However, it has not yet been seen on the Vauxhall Zafira crew ferry cars operated from Atlas Road (see photo 3811), nor on three new Mercedes-Benz Vito minibuses acquired for use from Lea Interchange garage. The latter carry plain white livery, as shown by LX13OUV photographed passing the garage on 4th July 2013.

Photo 4441, by **Derek Everson**, added to LTSV on 16/08/2013.

2274B was one of 17 Bedford TL lorries bought by London Transport in 1980/1981 but was the only one bodied as a tanker. It outlasted all its sisters and in 1993 passed to London General. Its final withdrawal date is not known, but it was last licensed in 2004. On 23rd August 1990 it was photographed at the Willesden premises of BEL (Bus Engineering Limited). BEL transferred their operations to here when Chiswick Works was closed earlier in 1990. As evidenced by the vehicles in the background, the company diversified to undertake repairs on other operator's PSVs (such as the blue Inner London Education Authority midibus) and also commercial vehicles.

Photo 4442, by **Derek Everson**, added to LTSV on 16/08/2013.

Leyland Freighter 2395L, photographed leaving Acton Works on 19th June 1995, was new in December 1983 as a dropside lorry (with crane) in grey livery. It was repainted to the new white and blue livery in the early 1990s and also lost its dropsides and split bolster to be used as a flatbed lorry. Withdrawn two months after this photo was taken, it never worked again, although curiously the DVLA database records its final colour as being pink!

Photo 4443, by **Derek Everson**, added to LTSV on 16/08/2013.

Two transitions are shown in this photograph taken at 'Ferry Lane, Tottenham' on 15th April 1989, being that from the Mk.2 to the Mk.3 Ford Transit and from the grey livery to other colour schemes. Almost all of London Transport's Mk.2 Ford Transits were delivered in grey, the last vans coming in early 1985. Conversely, none of the Mk.3 Transits were grey, featuring red, blue or white instead. On the right is late Mk.2 3226F, over 4 years old and destined to be withdrawn within a couple of months. Mk.3 Transit 3614F on the left was only 2 months old and was one of several to have large London Transport Advertising lettering and logos. Note that the Mk.2 van has sliding cab doors, while the Mk.3 has hinged ones. Sliding doors did become available on the Mk.3 later on (see photo 1659).

As for why I have put the location name in quote marks, well it is neither Ferry Lane nor Tottenham! The commercial advertising section had a base just north of Forest Road close to Blackhorse Road Station. The confusion seems to have arisen due to this being within 'Ferry Lane Industrial Estate'. Further complicating things, the old AEC works taken over by LGOC in 1930 are referred to here as 'Ferry Lane, Walthamstow' but were presumably west of the River Lea, near to Tottenham Hale. The location shown above is still in use today and home to lots of vans, but now owned by CBS/Viacom.

Finally I should apologise for the slightly poor quality reproduction of some of Derek's excellent photos. My old printer/scanner died about a year ago and I bought a new (and supposedly better) one. Despite fiddling with the settings, scans from prints on the new machine are just not as sharp or vibrant as the old one.

Comment by *Thomas Young* on 25/08/2013: Following some correspondence it has been determined that the AEC works was actually in the same location as the later Ferry Lane Industrial Estate (ie to the north of Blackhorse Road Station).

Photo 4444, by **Derek Everson**, added to LTSV on 16/08/2013.

Another photo taken in the Ferry Lane Industrial Estate on 15th April 1989 shows nearly new Ford Transit van 3615F together with 3 Bedford CF vans from the large batch delivered in 1987. The Bedford CF design gained a modernised front end in the early 1980s but the lack of rear bumpers made that aspect appear somewhat dated.

Photo 4445, by **Derek Everson**, added to LTSV on 16/08/2013.

Ford Escort van 3630F carried red livery with the boxed lettering style that was briefly popular for Distribution Services vehicles in the late 1980s. The lower box text reads 'Transport Contractors' and gives a contact telephone number. The van was photographed parked at the 'Roundabout' bus garage in Orpington on 23rd July 1989.

Photo 4446, by **Derek Everson**, added to LTSV on 16/08/2013.

4102F was a Ford Fiesta van new in August 1991 and allocated to Acton Works. It was photographed parked outside Sutton bus garage on 12th April 1992. Note that the lettering still refers to London Transport rather than London Underground.

Photo 4447, by **Derek Everson**, added to LTSV on 16/08/2013.

The small depot at Junction Road (Holloway) was latterly used mainly by cleaning services vehicles. It appears to have closed in about 1992, after which vehicles were kept for a while in the lower yard of Holloway Garage, barely 100 yards away. Seen at the latter location on 28th June 1992 was rare Vauxhall Midi van 4105B. Also visible are several red Ford Escort vans (including 3838F and 3839F) and white/blue Transit 4015F. Another Midi appears to be behind 4105B. Judging by other photos taken on the same visit, 4104B (4105B's twin) was behind the photographer here, so this other van must be 4074B. None of the vehicles present had any lettering apart from fleetnumbers.

Photo 4448, by **Derek Everson**, added to LTSV on 16/08/2013.

This location is unmistakable to me, since I grew up near here. Passing Clapham Common Station on 28th July 1993, 4198F was a Ford Escort quite clearly allocated to Stockwell Garage. It is interesting to note that the London General unit used CDS-supplied vehicles alongside others it had acquired directly. For example, compare the above with photo 457 of very similar LGF1 (K781MGK).

Photo 4449, by **Derek Everson**, added to LTSV on 16/08/2013.

The Peugeot 504 pick-up was one of the first 'foreign' models to appear in the leased fleet, the first arriving in 1987. In 1989 six were delivered as numbers 3722P-3727P for use by bus garages in east London. They were evidently acceptable since they were replaced by similar 4205P-4209P in 1992. Only five were needed due to the closure of West Ham garage in 1992, although it is notable that number 4210 was never applied to anything else. Perhaps a sixth was ordered and later cancelled. Anyway, the replacements differed in being fitted with tail-lifts, quite unusual for vehicles of this size. 4206P was allocated to Seven Kings garage, where it was photographed on 12th January 1993, still looking pristine. Seven Kings closed two months later and 4206P was moved to Barking. Most of the Peugeots passed to Stagecoach London upon privatisation and one lasted until 2005.

Photo 4450, by **Derek Everson**, added to LTSV on 16/08/2013.

London Transport Buses operated two batches of white VW Transporter vans in the 1990s, used as the equivalent of today's LBSL Incident Response Units. From the 1994 delivery, 4386V was photographed in Wimbledon on 24th June 1997.

Photo 4451, by **Thomas Young**, added to LTSV on 16/08/2013.

I joined Steve and Ray for another service vehicle hunt on the night of 13th/14th August 2013, starting at Stratford and covering some east London locations. A nice surprise was to find Mitsubishi L200 7136 parked opposite Leytonstone Station. This is one of just three L200s in the numbered fleet (since joined by some unmarked examples) and each is different. 7136 is based at Hainault Depot and is similar to 7318 apart from having full LUL livery, roof bars and a rail around the covered load space. Note the huge clearances on the wheelarches, particularly the rear ones. I neglected to set the white balance on this photo and was unable to satisfactorily adjust it later.



Photo 4452, by **Thomas Young**, added to LTSV on 16/08/2013.

As usual, several service vehicles were parked near to Green Park Station on the night of 13th/14th August 2013. This line-up of three Ford Transits was found on Bolton Street and was headed by short wheelbase low-roof crew van 7190F and mid-height van 7528F. Although the latter was originally listed here as being short wheelbase, the upper position of the gutter rail shows it is actually medium wheelbase. Both are from the Tube Lines Lifts and Escalators fleet, nominally based at Frank Pick House in Acton. At the rear is long wheelbase mid-height van 7584F in unmarked white.



Photo 4453, by **Thomas Young**, added to LTSV on 16/08/2013.

Another of the Frank Pick House Ford Transit crew vans found on the night of 13th/14th August 2013 was 7191F, seen parked on Cardington Street beside Euston Station.



Photo 4454, by **Thomas Young**, added to LTSV on 16/08/2013.

Renault Kangoo Maxi van 7485R was photographed on Warren Street at 2:45am on 14th August 2013, having made the short journey along from Griffith House.



Photo 4455, by **Thomas Young**, added to LTSV on 16/08/2013.

Stratford Market Depot took 6 new Ford Transit dropside trucks over the turn of 2012/2013, and on the night of 13th/14th August 2013 we saw five of them leaving the depot. The only one subsequently tracked down was 7539F, parked on Piccadilly outside Green Park.

Photo 4456, by **Thomas Young**, added to LTSV on 16/08/2013.

Parked near Green Park Station on 14th August 2013 was Ford Transit 7584F. As with other vehicles in the 7576 to 7591 range, it carries plain white livery, unmarked save for fleetnumbers and the various small notices now standard.

Photo 4457, by **Ray Monk**, added to LTSV on 16/08/2013.

At least nine Ford Focus estates were delivered in mid-2013, but they seem to be being spread around various allocations. 7683F was one of the first, and was photographed leaving Ruislip Depot on 5th August 2013. Note that the junction here has been altered and vehicles leaving the depot can now turn either way instead of having to go left and u-turning beyond the bridge if required.

Photo 4458, by **Thomas Young**, added to LTSV on 16/08/2013.

The first service vehicles numbered in the 77xx range were reported in August 2013, with 7720F being photographed on Euston Street early on the 14th. From the front this looks to be a standard LUL-liveried short wheelbase Ford Transit van.

Photo 4459, by **Thomas Young**, added to LTSV on 16/08/2013.

I have included this rear view of Ford Transit van 7720F on Euston Street on 14th August as it shows some interesting features. Firstly, the van has rear chevrons, normally only applied to Griffith House vehicles. Secondly the growing range of notices is apparent. The latest additions are the small blue rectangles near each door handle ('Be considerate. Do not slam doors') and the multi-coloured label a bit higher on each cargo door. The full text on these is 'Residential areas. Think noise! Switch off engine. Do not slam doors. Do not shout. Keep noise to a minimum when unloading and loading. A tidy area is a safe area!' Finally, the van is badged as being a 100 T330, rather more powerful than the 100 T280 usually found on Transits of this size.



Photo 4460, by **Thomas Young**, added to LTSV on 16/08/2013.

Probably the most interesting vehicle seen on the night of 13th/14th August 2013 was this Volkswagen Golf estate car parked outside Whitechapel Station. One of two operated by London Overground since late 2010, they can often be seen from trains passing the depot at New Cross, but this was the first time one could be photographed. Although not particularly apparent in this photograph, the cars carry a variant of LUL livery with the red of the stripe (and roundel circle) replaced by orange. LUL also operates three VW Golf estates and by coincidence the last vehicle we saw before this one was 7044VW parked near Bethnal Green.



Photo 4461, by **Ray Monk**, added to LTSV on 25/09/2013.

Ford Transit crew van 6977F was based at Farringdon Station for a while during works there in 2012. Since then it appears to have moved out to Rickmansworth, with a consequent drop in sightings. On 16th September 2013 Ray caught it on Bollo Lane heading towards Acton Works.



Photo 4462, by **Ray Monk**, added to LTSV on 25/09/2013.

Fleetnumbers 7256 to 7261 are carried by a batch of Tube Lines Volkswagen Caddy Maxi crew vans. They are among the least reported vehicles in the current fleet, with only a handful of sightings, usually at night. It was surprising therefore to receive daytime photos of two of the vans recently. First up was 7259VW found in the car park at Wembley Park Station on 18th August 2013.



Photo 4463, by **London Spotter**, added to LTSV on 25/09/2013.

This photo of rarely reported Volkswagen Caddy Maxi crew van 7260VW at High Barnet Station on 23rd August 2013 highlights the extended length of this variant. One of a batch of 6 similar vans, they are allocated to Westferry Circus in Docklands. Resident Ford Focus hatchback 7502F is just visible beyond.



Photo 4464, by **Ray Monk**, added to LTSV on 25/09/2013.

Volkswagen Caddy crew van 7376VW is based at Hainault but has also been seen at Ruislip Depot and Acton. On 5th September 2013 it was rather surprisingly parked at Bollo House alongside resident Ford Focus estate 7404F. This location is used for Piccadilly Line operations and the van was perhaps just parked there prior to going into the Smallbills garage next door. Note again the curious application of skirt colours to the rear doors but not on the corners.

Photo 4465, by **London Spotter**, added to LTSV on 25/09/2013.

The allocation of service vehicles to Finchley Central Station appears to have increased recently, and vehicles are routinely parked outside the compound. On 23rd August 2013, Renault Kangoo estate 7396R was one of a dozen vehicles present.

Photo 4466, by **Ray Monk**, added to LTSV on 25/09/2013.

Finchley Central Station now has some small vans, a class not common here before. Present on 23rd August 2013 were Tube Lines branded Volkswagen Caddy van 7403VW and LUL liveried Renault Kangoo Maxi 7619R. The former appears to have been recently transferred from Stratford Market Depot, while the latter shows the full range of warnings and notices now applied to the back of most SVs.

Photo 4467, by **London Spotter**, added to LTSV on 25/09/2013.

Fleetnumbers 7409 to 7418 are on a batch of 10 Ford Transit crew vans with the rarer medium wheelbase option. Divided between Finchley Central and Stratford Market, several of the vans have non-standard roof racks with a tube and ladder on, suggesting that they are replacements for the similarly equipped all-white vans such as 6260F and 6436F (see photo 2508). 7418F was photographed (with permission) parked outside the offices at Finchley Central on 23rd August 2013. Similar 7416F is just nudging in on the right.



Photo 4468, by **Ray Monk**, added to LTSV on 25/09/2013.

The Peugeot Partner Tepee is now the most numerous car type in the central (liveried) fleet, over 50 having been added since March 2011. 7453P was new in May 2012 and photographed leaving Acton Works on 30th August 2013. It is believed to be one of four allocated to Earls Court Gardens although this has not yet been confirmed.



Photo 4469, by **Malcolm Conway**, added to LTSV on 25/09/2013.

7538F is one of 6 Ford Transit dropside trucks delivered to Stratford Market Depot over the turn of 2012/2013. On 30th August 2013 it was photographed paying a visit to Acton Works.



Photo 4470, by **Malcolm Conway**, added to LTSV on 25/09/2013.

Photographed leaving Acton Works on 30th August 2013, Ford Transit crew van 7587F is one of the apparent 'pool' vehicles that carry all white livery. This one at least had some lettering other than fleetnumbers, with Emergency Response Unit labels on the sides and rear. It was presumably covering for the ERU's Ford Transit van 6488F (withdrawn in July - see photo 2444) until the arrival of LM13MKV (see photo 4485) in September.



Photo 4471, by **Ray Monk**, added to LTSV on 25/09/2013.

There are five Honda CR-V cars in the liveried fleet at present, all of which are silver with London Underground markings. All five are thought to be numbered but only two actually carry their fleetnumbers. One of these is 7612H, photographed leaving its home at Acton Works on 30th August 2013.

Photo 4472, by **Ray Monk**, added to LTSV on 25/09/2013.

A rare sight these days (apart from on delivery) is of a vehicle in unmarked white/blue livery. Ford Transit crew van 7618F was new in June 2013 and based at the Euston control centre. It can sometimes be glimpsed parked behind the gates there but on 20th August 2013 Ray caught it arriving on Euston Street.

Photo 4473, by **London Spotter**, added to LTSV on 25/09/2013.

An excellent close-up view of the revised Renault Kangoo design is offered by 7639R at Finchley Central Station on 23rd August 2013. One of three such vans based here and delivered in July, all carry the now standard London Underground livery. Un-numbered Ford Transit LM62YSR is parked behind. Note the containers on the left labelled 'Signals Equipment' and (rather mysteriously) 'Routine Change'.

Photo 4474, by **Ray Monk**, added to LTSV on 25/09/2013.

Somewhat unique in the current fleet, 7666VW is a long-wheelbase low-roof Volkswagen Transporter van. As with the smaller Caddy van, the length can be determined by the extent of the side door runner. On short wheelbase vans (such as 7593VW - see photo 4327), the runner reaches to the back. The only other LWB low-roof VW Transporter is crew van '7929VW', which is probably meant to be 7629VW. Photographed on Bollo Lane on 5th September 2013.

Photo 4475, by **Ray Monk**, added to LTSV on 25/09/2013.

After five years at Wembley Park, Ford Galaxy car 6552F (see photo 2688) was eventually replaced by new Ford S-Max 7690F in August 2013. Photographed in its normal parking slot on 18th August 2013 (four days after it was first licensed), the car is very similar to 6221F of 2007 (see photo 3238).

Photo 4476, by **Ray Monk**, added to LTSV on 25/09/2013.

An interesting recent development was the delivery of several new vehicles in connection with the 'insourcing' of the LUL power supply maintenance. A 30 year contract was awarded to Seeboard Powerlink (later UK Power Networks) in 1998, with a half-way get out clause. LUL decided to activate this clause, and the contract was brought back under LUL control in August 2013. The main operating centre appears to be an industrial estate on Station Road, Tuffnell Park, and among several new vehicles photographed there on 20th August 2013 was Renault Kangoo Maxi van 7714R.

Photo 4477, by **Derek Everson**, added to LTSV on 25/09/2013.

Various new vehicles in the 77xx number range can be found at the Tuffnell Park base latterly used by UK Power Networks. Most are Ford Transits of various sizes but 7716F (photographed on 28th August 2013) is so far the only one with a crew van layout.

Photo 4478, by **Ray Monk**, added to LTSV on 25/09/2013.

The sign at the depot in Tuffnell Park is still labelled UK Power Networks but the vehicles are now mainly LUL's. Present on 14th September 2013 were low-roof Ford Transit van 7721F and high-roof 7728F. Parked between is one of several unmarked silver Skoda Octavia estate cars registered in the AJ13xxx series. These are believed to be LUL vehicles as well.

Photo 4479, by **Ray Monk**, added to LTSV on 25/09/2013.

The new Powerlink fleet includes at least 6 high-roof Ford Transit vans, 5 of which can be seen in this photograph taken at Tuffnell Park on 14th September 2013. In the centre is medium-wheelbase 7725F, with similar 7729F on the right and long-wheelbase 7722F on the left.

Photo 4480, by **Ray Monk**, added to LTSV on 25/09/2013.

There are a couple of unusual aspects to this vehicle seen on Bollo Lane on 5th September 2013. It is the first example of a Renault Kangoo Maxi van for the Emergency Response Unit, and indeed their first small van for years. As such, it carries the modified livery with a yellow band on the sides and a red bonnet, and it also has a light-bar. Secondly, the fleetnumber of 7727R falls within a range otherwise allocated mainly to new Powerlink vehicles. The revised livery seems to accentuate the extra length of the Maxi variant. Note that the mirrored Emergency lettering across the front is all in capitals.

Photo 4481, by **Ray Monk**, added to LTSV on 25/09/2013.

Back to Tuffnell Park again for a line up of three Ford Transits seen on 23rd August 2013. High-roof medium wheelbase vans 7729F (with my wife's initials in its registration) and 7725F are flanking low-roof crew van 7716F. The latter appears to be the only vehicle here with fold-over hazard plates on the front and rear. As these photographs show, the yard at Tuffnell Park is currently rather open, although it is on an industrial estate near the end of a dead-end road. Whether LUL retains the base long term remains to be seen. There may be other locations used by the erstwhile Powerlink operation, and their vehicles can also sometimes be seen at the various electrical sub-stations dotted around the system.

Photo 4482, by **Ray Monk**, added to LTSV on 25/09/2013.

Apart from during the last war, second-hand vehicles have very rarely featured in the central fleet. When LUL took over the former Powerlink contract in August 2013, most of the vehicles used were replaced by new leased stock. An exception was 5-year old Ford Transit van EA08VHN, which was repainted into LUL livery and given fleetnumber 7755F, the highest reported to date. This was probably due to the van having some specialised equipment, and this photograph taken at Tuffnell Park on 14th September 2013 shows that it does have an air-conditioning pod on the roof and a curious folding platform at the rear.

Comment by *Kim Rennie* on 25/09/2013: I wonder if this is a modern version of the old LR-suffixed Land Rover which acted as a HV Mains Fault Investigation Vehicle?

Photo 4483, by **Derek Everson**, added to LTSV on 25/09/2013.

What's this? Another train sneaking onto LTSV?? Rebuilt 'West Country' class steam locomotive 34046 'Braunton' was photographed heading a railtour through Eastleigh Station on 14th August 2013. However, if you look to the left of the picture you will see Tube Lines-liveried Mercedes-Benz Actros artic WN12NDV coming up the road that leads into the railway works. Trailer CT36 was loaded with wheelsets.

Photo 4484, by **Derek Everson**, added to LTSV on 25/09/2013.

Having deposited its load of wheelsets at Eastleigh Works, Mercedes-Benz Actros artic WN12NDV was seen heading back through the Hampshire town on 14th August 2013. This tractor unit has a very long wheelbase and looks to be almost as long as its trailer, CT36 dating back to 1984.

Photo 4485, by **Ray Monk**, added to LTSV on 25/09/2013.

Photographed on Bollo Lane on 16th September 2013 was LM13MKV, the latest Ford Transit van for the Emergency Response Unit. This jumbo crew van appears to have been a replacement for similar 6488F (see photo 2444), although the role was fulfilled temporarily by pool vehicle 7587F (see photo 4470). Compared to earlier vehicles, the new van has the broader side stripes (covering over where the fleetnumber may have been applied) and also has a blue skirt and a light bar. The reversed lettering on the bonnet has reverted to sentence case.

Comment by *Thomas Young* on 12/10/2014: The fleetnumber is actually displayed, it is just hard to see in this photo.

Photo 4486, by **Ray Monk**, added to LTSV on 25/09/2013.

To celebrate 30 years of operation, Metrobus held an open day at each of its three main bus garages on 21st September 2013. To make space, some of the operational buses from Orpington worked out of the Faraday Way premises inherited from First London, this also being used for visitor parking. Photographed leaving the latter location was Ford Transit dropside truck 9104, new in 2009. This is one of very few bus company vehicles to feature a tail-lift. I'll include some photos taken at Crawley Garage in the next batch.

Photo 4487, by **Derek Everson**, added to LTSV on 25/09/2013.

When new in Spring 2012, London United Ford Fiesta van FF19 (EY12JNO) featured large 'CCTV Support' lettering on its bodysides. It was not reported at all for over a year but was then found at Cromwell Road Bus Station in Kingston on 10th July 2013, with the lettering removed. Also worth mentioning is LBSL Volkswagen Transporter van 6823VW. Three vehicles from this batch were returned off lease in September 2013, seemingly without replacement.

Photo 4488, by **Derek Everson**, added to LTSV on 25/09/2013.

The livery on this DAF XF recovery truck photographed at Bracknell Bus Station on 31st August 2013 looks familiar. I'd not heard of Kardos Recovery before, but the forward upswept side stripes, and the oval logo, are very similar to aspects of the Lantern Recovery livery (see photo 3561). JK53KRS was lifting Thames Travel MCV-bodied MAN 402 (AE05EUX) at a rather steep angle, with the back of the bus on the ground. The reason for this was that an engineer was working underneath the bus. His foot is just visible ahead of its rear wheel.

Comment by *Adam Floyd* on 25/09/2013: This vehicle has been very nicely modelled by Oxford Diecast (model no. DAF02REC).

Comment by *richard* on 30/09/2013: Kardos and Lanterns Livery are very close but are separate companies, JK stands for John Kardos the boss man.

Photo 4489, by **Dave Elison**, added to LTSV on 25/09/2013.

Walsh of Middleton in Manchester trades as JP Travel, and the JPT fleetname is carried by their Ford Transit 'service support vehicle' VA53AWG. This rather racily liveried van was attending to a broken down bus near Shudehill Interchange on 24th August 2013.

Photo 4490, by **Dave Smith**, added to LTSV on 30/10/2013.

Dave Smith has unearthed some high-quality photographs of the ex-London Transport Land Rover that he owned in the 1980s. This is the former 1369LR.

Photo 4491, by **Derek Everson**, added to LTSV on 30/10/2013.

Registration numbers A916WTL to A943WTL inclusive were carried by LT service vehicles obtained on lease in summer 1984. All but two were red Ford Escort vans like 3239F, photographed at Harrow Bus Station on 28th November 1987. LOTS listed this particular van as being allocated to Hammersmith Butterwick, Grays Inn Road and Oval Station before it settled at Harrow Weald Bus Garage. As with many vehicles of the period, no lettering is carried other than a fleetnumber.

Photo 4492, by **Derek Everson**, added to LTSV on 30/10/2013.

Evidently photographed during an open day at Barking Garage on 23rd June 1984, fleetnumber 3265B was one of 20 Bedford Astra inspector's vans leased in mid-1984. 3265B was only about a week old when photographed, and was based at North Street Garage in Romford, lasting until January 1987. Alongside is one of the iconic Rover 2000 police cars.

Photo 4493, by **Derek Everson**, added to LTSV on 30/10/2013.

Another open day, another Astra inspector's van, this time 3681B at Wood Green on 23rd June 1990. These vehicles comprised the eleventh and final generation to carry the roof roundels (apart from a handful of later deliveries such as 4010B - see photo 231). General Motors was in the process of phasing out the Bedford name latterly used on light commercial products such as the Astra van. This batch of vans had no frontal badging but this photograph shows that the Bedford name is still carried on the rear door. In the background can be seen Ford Transit minibus FS28, then in use as a mobile classroom (which I suppose means it should be added to the database) and former RM1859, owned by the St John Ambulance but destined to return to service with Reading Mainline in 1994.

Photo 4494, by **Derek Everson**, added to LTSV on 30/10/2013.

A familiar location is the Bollo Lane entrance to Acton Works, seen here on 19th June 1995. Caught leaving the works is Ford Escort van 4271F in LUL livery with Support Services lettering. The central fleet was at a low ebb at the time, totalling about 420 vehicles.

Photo 4495, by **Derek Everson**, added to LTSV on 30/10/2013.

Also taken on the 19th June 1995, this photograph shows Vauxhall Astra van 4418B in the same location as the previous view of Ford Escort van 4271F. The livery is the same apart from the application of Engineering Services lettering.





Photo 4496, by **Derek Everson**, added to LTSV on 30/10/2013.

London Transport Buses (later LBSL) started taking Volkswagen Transporter vans in 1993, the first few batches carrying white livery. 4468V was one of three leased in March 1995, which were the first long wheelbase examples. It was photographed at the Oxford Circus bus stand on 26th October 1995.



Photo 4497, by **Derek Everson**, added to LTSV on 30/10/2013.

Photographed in the yard alongside Griffith House on 14th May 1998, Ford Transit Mk.5 dropside truck 4566F carries side lettering for LUL Lifts, escalators and pumps. Note the tail-lift which appears to have somewhat extended runners. This location has now disappeared under a new power distribution building.



Photo 4498, by **Derek Everson**, added to LTSV on 30/10/2013.

Also seen at Griffith House on 14th May 1998 was Ford Escort estate car 4677F. This had side lettering that read Lifts & escalators inspection (something). The last word is not actually legible on my scan. I won't bother this time to comment on the non-wrap-around of the blue skirt. Oh, rats.



Photo 4499, by **Ray Monk**, added to LTSV on 30/10/2013.

Vauxhall Combo van 5367B was withdrawn by 2007 (probably somewhat earlier) but has remained in the London area and retains its white/blue livery. On 2nd October 2013 Ray photographed it parked in Belvedere.



Photo 4500, by **Ray Monk**, added to LTSV on 30/10/2013.

The Renault Kangoo van has been a popular choice for the central fleet recently, although the majority of deliveries have been the longer Maxi model. Normal length van 7424R was new in July 2012 and is yet another vehicle that we don't know the allocation for since it has only been seen on the road at night. Ray found it parked at North Greenwich Sainsburys on 30th September 2013.