



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 3j - Photographs 4501 to 5000

Issue 1 - June 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 (5,033 as at 29th June 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 They may therefore contain incorrect assumptions or superseded information.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 28th June 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 4501 to 5000, originally published between October 2013 and June 2015.

Thomas Young, Abbey Wood, June 2015

Photo 4501, by **Ray Monk**, added to LTSV on 30/10/2013.

Although we obtain a fleetlist from CDS every few years, most of what we know about the current fleet comes from observations and sometimes a little guesswork. For example, fleetnumbers 7576 and 7578-7581 had been noted on plain white Citroen Berlingo vans. We assumed that 7577 would be similar, and a trawl through the DVLA database threw up LB62OPT as a likely registration. This van was duly seen at Stratford Market Depot, and although the number was not seen, it was added to the database as 7577. Luckily in this instance the van was seen again soon afterwards, when Ray photographed it parked at East Finchley on 12th October 2013. Assuming that the Transit dropside carrying duplicated fleetnumber 7558 is in fact 7588 then this completes the batch of unmarked vehicles in the range 7576 to 7591.

Photo 4502, by **James Mair**, added to LTSV on 30/10/2013.

Fifteen Ford Transit Staff Welfare Facilities vans were added to the central fleet between 2007 and 2009 and these were obviously overdue due for replacement by mid-2013. Apart from a few un-numbered Mercedes-Benz Sprinter vans that arrived early in the year, the first new vans came in September and comprised six Ford Transits numbered 7673-7678F. As with earlier versions, these vans were registered in Yorkshire, suggesting the conversions were done by Clarkes of Doncaster. James photographed 7674F at Northwood Station on 4th October 2013 (during work to remove redundant underground trains). The new vans wear LUL livery (note the incomplete red stripe on this example) with prominent lettering.

Photo 4503, by **Ray Monk**, added to LTSV on 30/10/2013.

Deliveries of 'standard' vehicles continues as normal, the majority of larger vehicles being Ford Transits. Seen leaving Acton Works on 25th October 2013 was 7689F, the first 63-registered SV to be shown on this site. This Ford Transit Mk7 dropside truck has a crew-cab but no tail-lift.

Photo 4504, by **Ray Monk**, added to LTSV on 30/10/2013.

TfL Streets received three Vauxhall Combo vans in March 2011, but they have been very rarely reported. LN11PJO was in fact not seen until July 2013. On 25th October 2013 it was caught by Ray being driven out of Acton Works on trade plates. Unlike similar LN11PDY and LN11PZK, no light-bar is fitted. The role of these vehicles is not clear but it is believed they are kept underneath the arches at Chancel Street in Southwark.

Photo 4505, by **Ray Monk**, added to LTSV on 30/10/2013.

There are many unmarked vehicles used as service vehicles by LUL and others. However, cars are not listed on this database unless they are seen to have markings. Skoda Octavia estate RO61FPZ was photographed parked outside the offices at Baker Street (Allsop Place) on 12th October 2013. Alongside is regular resident 6713V, presumably due for replacement soonish. The Skoda was new in late 2011 and was first noted with LUL roundels in September 2013. Perhaps it was a replacement for Ford Focus estate LC58AZG (see photo 2949) since that went off lease around the beginning of 2012.

Comment by Ray on 01/11/2013: 6713V was replaced by 7742F in mid-October

Photo 4506, by **Andrew Mead**, added to LTSV on 30/10/2013.

Most of Metrobus's Renault Trafic minibuses were withdrawn in early 2013, having been replaced by new Mercedes-Benz Vitos. However, the newest pair were kept a little longer. Always based at Crawley Garage, 8044 was photographed there during the open day held on 21st September 2013. Note that the vehicle carries a duty number FB21 in the windscreen, and the parking bays are similarly marked.

Photo 4507, by **Andrew Mead**, added to LTSV on 30/10/2013.

The crew ferry minibuses used by Metrobus were much in evidence during the triple garage open day held on 21st September 2013, since the company was still running a normal bus service. Their Croydon Garage (on Beddington Lane) has an allocation of 13 Mercedes-Benz Vito minibuses, including five delivered earlier that year. From the 2012 batch are 8050 and 8052.

Photo 4508, by **Ray Monk**, added to LTSV on 30/10/2013.

Ford introduced the new Transit Custom model during 2012 and it is already becoming a common sight on Britain's roads. Intended as a replacement for the smaller Mk.7 Ford Transit vans and minibuses, it will be joined by a new larger Transit (Mk.8) in late 2013. The first of these distinctive vehicles to be reported as service vehicles was a batch of minibuses acquired by Stagecoach London for use as crew ferry vehicles from Rainham garage. These carry national fleetnumbers in the range 90898 to 90903. 90902 was caught leaving the garage on 28th September 2013. The Stagecoach operation here had recently expanded in connection with the withdrawal of First from London bus work.



Photo 4509, by **Michael Mair**, added to LTSV on 30/10/2013.

This rather curious vehicle has been seen around Leicester a couple of times, and it was photographed there on 30th May 2013 being pursued by an Arriva Optare Versa. Based on a Land Rover Defender, it has tall bodywork, a high-level exhaust pipe and a small roof-rack complete with ladder. Lettered for Bus, Coach and Commercial Breakdown Service, it is operated by (or named) Avenger. The rear of the vehicle was festooned with chevrons and flashing lights, and featured a single side-hinged door.

Comment by *richard* on 31/10/2013: Avenger is a company name, been about a good few years



Photo 4510, by **Derek Everson**, added to LTSV on 08/12/2013.

There are a couple of slightly interesting points about this apparently normal-looking Ford Transit photographed in the car park of IKEA in Neasden on 24th September 2013. Entering stock as 6104F in late 2006, it was allocated (on paper at least) to Acton Works and lasted for a bit over three years. Strangely though it was never reported by any members of LTSV during that time. It has been seen a couple of times since going off lease, no doubt due to it retaining its blue skirt livery. The other oddity is that the van is listed as a low-roof medium wheelbase Transit, a configuration only shared with 6527F (see photo 2567). Unfortunately the angle of this photograph is too oblique to confirm the actual length.



Photo 4511, by **Derek Everson**, added to LTSV on 08/12/2013.

I have recently been going through London Transport's very detailed records of service vehicles from the 1940s and 1950s, and one feature that does seem to crop up from time to time is lorries being given new bodies. It seems this practice is alive and well, albeit not in the active fleet. Ford Transit 6528F was new in 2008 and was a dropside truck with crew-cab and tail-lift. It went off lease around the end of 2012, and was photographed in Coulsdon on 14th October 2013. It has evidently gained a new body, probably a tipper judging by the squared wheelarches.



Photo 4512, by **Derek Everson**, added to LTSV on 08/12/2013.

Vauxhall Combo van 6873V spent its working life in 'Metroland', being based variously at Pinner, Ruislip and Rickmansworth. It went off lease in autumn 2013 and soon turned up at British Car Auctions (BCA) in Blackbushe, where it was photographed on 3rd October. The Transit van in front is 6920F, latterly based at Acton Works, while further in front can be seen 6907F from the same batch.

Photo 4513, by **Thomas Young**, added to LTSV on 08/12/2013.

During the latest open weekend at the LT Museum Depot in Acton, I was able to peek into the adjoining yard of Hearne House. A total of nine service vehicles were present, and comparing my photos with some aerial shots on the internet, it didn't look like there would be room for many more. At present the database shows 21 vehicles being based here but presumably some are out-based, as happens at Griffith House, Frank Pick House etc. Another notable aspect was that all nine vehicles were different. Nearest the camera is Ford Transit Connect van 7076F, with Peugeot Partner Tepee estate 7616P on the right. Ford Transit box truck 6685F was out of frame on the left, those visible being (from left to right) Transit crew van 7620F, Mondeo 7380F, Focus 7461F, Transit van 7486F and Renault Kangoo Compact 7325R. As will be seen (in photo 4517), Transit Connect crew van 7275F was parked around the corner on the right. 2nd November 2013.

Photo 4514, by **Derek Everson**, added to LTSV on 08/12/2013.

Vauxhall Astra van 7086V is a somewhat rare vehicle. New in June 2011 it has been seen working from Stratford Market Depot at night, but it is believed to be one of the vehicles that are actually based in the underground car park at Westferry Circus. On 30th October 2013 it was making a rare daylight excursion to Acton, although it was curiously parked across the road from the Works (the front car park is behind the hoardings in the background).

Photo 4515, by **Ray Monk**, added to LTSV on 08/12/2013.

As far as we know, there are only three Renault Kangoo Compact vans in the central fleet, making it much the rarest variant. The first pair were new in late 2011 and appear to have functioned as pool vehicles with unmarked livery to suit. 7140R has been at Stratford Market and Acton Works but in autumn 2013 moved on to Therapia Lane Tramlink Depot, perhaps as a replacement for Vauxhall Combo van 6579V (see photo 4371). It was photographed at the depot on 28th November 2013 sporting some rather cute decorations.

Photo 4516, by **Ray Monk**, added to LTSV on 08/12/2013.

Looking bright despite the lousy weather, Volkswagen Caddy van 7216VW was photographed in New Addington on 6th November 2013. This van is believed to work out of Hainault, quite a distance away. Now, I have mentioned this many times before but.... why does the skirt and stripe get applied to the sides, and the back, but not 'round the back corners'????

Photo 4517, by **Thomas Young**, added to LTSV on 08/12/2013.

This is the gate into Hearne House from the rear yard of the LT Museum Depot in Acton, taken during the open day on 2nd November 2013. Apart from Ford Transit Connect crew van 7275F on the left, all 5 liveried service vehicles visible here can also be seen in photo 4513.

Photo 4518, by **Ray Monk**, added to LTSV on 08/12/2013.

Ironically (and for a variety of reasons) it is harder to get reliable allocation information for vehicles from the past 10 years than it is for those 50 and more years older. For example, 7338R (photographed on Cardington Street at Euston on 31st October 2013) is known to work from Stratford Market Depot, yet our last official list showed it based at Westferry Circus. The Renault Kangoo Maxi van has now become a dominant model in the central fleet but this particular van is somewhat unusual in featuring roof bars.

Photo 4519, by **Derek Everson**, added to LTSV on 08/12/2013.

Depending on your point of view, vehicles that carry incorrect fleetnumbers add either to the fun or the frustration of trying to keep up with the central fleet. A recent example is this plain white Ford Transit dropside truck that carries 7558F on both sides. We knew this was probably wrong since the number had already appeared on a Renault Kangoo van (see photo 4412). There was a clue in that other plain white vehicles had filled most of the numbers in the 7576 to 7591 range. With 7588 still unclaimed, I decided that this was the truck's correct fleetnumber. It was photographed leaving Acton Works on 30th October 2013.

Photo 4520, by **Ray Monk**, added to LTSV on 08/12/2013.

London Transport's famous Lost Property office is located on Baker Street, a bit north of the side entrance to the tube station. The office has a covered loading bay where I saw a service vehicle several years ago. Numerous repeat visits always found the bay empty and the shutters down. It may just be a matter of timing however, since it is likely that the office has daily deliveries of lost items collected from various railway stations and bus garages (the location is also visited by taxis for the same reason). On 2nd December 2013 Ray caught Renault Kangoo Maxi van 7657R making the tricky reverse manoeuvre out of the bay.

Photo 4521, by **Colin Lloyd**, added to LTSV on 08/12/2013.

The six Fiat Doblo Maxi vans added to the fleet in May 2013 are a common sight around town, since they seem to be used for internal mail deliveries. 7661FI was caught at Trafalgar Square on 7th November 2013, showing off its extended length. In the background can be seen two of the Wright 'New Bus for London' vehicles that have worked route 9 since 26th October.

Photo 4522, by **Ray Monk**, added to LTSV on 08/12/2013.

The District Line was suspended in east London on 23rd November 2013 for planned engineering work. Ray found Ford Focus estate car 7686F parked at Stepney Green Station. The white bus behind is a former Merseybus MCW Metrobus converted into a dining bus and more normally used for film and TV work.

Photo 4523, by **Ray Monk**, added to LTSV on 08/12/2013.

The Incident Response Vehicle at Baker Street was renewed in October 2013 when Ford Mondeo estate 7742F replaced Vauxhall Zafira 6713V. The Mondeo has never been as common as the slightly smaller Ford Focus, and there are only four examples in the current numbered fleet. Photographed on 1st November 2013.

Photo 4524, by **Ray Monk**, added to LTSV on 08/12/2013.

Although at least 5 of the 2009/2010 Volkswagen Transporter vans used by LBSL Infrastructure have gone off lease in recent months, this seems to be the only new vehicle to replace them so far. 7747VW is a Volkswagen Caddy Maxi van new in late October 2013 and photographed at Stratford City Bus Station on 1st November. Note the roof bars that seem to all but obscure the low-profile light-bar.

Photo 4525, by **Malcolm Conway**, added to LTSV on 08/12/2013.

The central fleet has included a pair of Ford Transit box trucks with tail-lifts in recent years, presumably to deal with loads too bulky for standard vans. New in October 2013, medium wheelbase 7749F has replaced similar 6391F (see photo 3374) at Acton Works. It was photographed passing Marble Arch on 1st November. Long wheelbase 6685F is based at Hearne House (see photo 3457).

Photo 4526, by **Ray Monk**, added to LTSV on 08/12/2013.

Although I recently said that six new Staff Welfare vans were delivered in September 2013 (see photo 4502), there were actually seven that arrived that month. The seventh was a bit odd though. While the others were based on the extended length Ford Transit, 7753F had a normal long-wheelbase body. Moreover it was based at Frank Pick House, rather than the adjacent Acton Works. Tube Lines (as was) had obtained three welfare vans for its Lifts and Escalators department in May 2012, numbering them 7430F, 7431F (see photo 4006) and 7432F. It seems that 7432F must have had an accident, since it was delicensed in about May 2013. Presumably 7753F was obtained as a replacement. The new van carries LUL livery and was photographed parked outside London Bridge tube station on 31st October 2013. LT63YEK, the unmarked white Vauxhall Movano van in the background, may possibly be a central fleet vehicle too.

Photo 4527, by **Ray Monk**, added to LTSV on 08/12/2013.

Although the stretched Renault Kangoo Maxi van is the most numerous variant, several examples of the 'regular' Kangoo van have been delivered recently. 7759R was photographed on Harcourt Street on 30th November 2013 and is nominally based at nearby Griffith House.

Comment by **Ray** on 19/12/2013: Photograph taken on 30th October 2013

Photo 4528, by **Ray Monk**, added to LTSV on 08/12/2013.

Numerical milestones in the central fleet include vehicles in the round thousands, and also those with numbers made up of the same four digits. The latest example of the latter is 7777R, a Renault Kangoo van new in November 2013. Along with 7778R, the pair are believed to be replacements for Vauxhall Astra vans 6968V and 6969V. As such they are nominally allocated to Baker Street but only likely to be seen there at night. On 6th December 2013 Ray found 7777R parked in Leytonstone. It is notable that the enlarged fleet of the past few years means that these 'magic' numbers are coming around more quickly than before. 7777R arrived just 4 and a half years after 6666V (see photo 3199).



Photo 4529, by **John Hillman**, added to LTSV on 08/12/2013.

The Arriva the Shires crew ferry taxis look quite smart in their corporate livery, as shown by CF91 (fleetnumber not visibly carried) at Welwyn Garden City Bus Station on 7th November 2013. It is notable that the position of the 'swoop' is exactly the same on all the repaints.



Photo 4530, by **John Hillman**, added to LTSV on 08/12/2013.

By contrast to the Arriva corporate scheme carried by others, the Green Line advertising livery that adorns some of Arriva the Shires' taxis is a somewhat jarring mix of blue and green. CF92 was also photographed at Welwyn Garden City Bus Station on 7th November 2013. Note the Arriva name on the former Taxi indicator above the windscreen.



Photo 4531, by **Derek Everson**, added to LTSV on 08/12/2013.

About a year ago Epsom Buses announced its intention to replace its Toyota Yaris Verso crew ferry cars with new Vauxhall Merivas. This seems to have been a protracted process, with several Toyotas still in use in late 2013. LB04DDZ was originally Car1 in the Epsom Buses fleet, but we marked it as withdrawn in 2012 following a period when it was unlicensed. It was later put back on the road, but it is not clear if it remains a company vehicle. It was photographed parked near to the Epsom garage on 14th October 2013, in unmarked red livery.



Photo 4532, by **Ray Monk**, added to LTSV on 08/12/2013.

Highlighting the frontal differences between the Mk.6 and Mk.7 Ford Transit is this pair of high-roof vans belonging to Abellio and seen at their Beddington Cross Garage on 28th November 2013. Mk.6 RJ03ERK is a medium-wheelbase van, most likely for engineering use. Mk.7 YS56XAK is a long-wheelbase crew van of a type usually used for crew ferry work. However, this example has Engineering Support lettering on the side and appears to have a bulkhead or divider of some sort behind the front seats.



Photo 4533, by **Derek Everson**, added to LTSV on 08/12/2013.

London United took delivery of nine new Ford Transit vans in May 2012, to totally renew its engineering support fleet. Several of the vans have proved elusive, including FT5 seen here at Stamford Brook Garage on 30th October 2013.



Photo 4534, by **Derek Everson**, added to LTSV on 08/12/2013.

Go-Ahead London held an open day at its Merton Garage on 17th November 2013. Parked in the front entrance to the garage (as usual) was the resident engineers van, this now being diesel Ford Transit EJ13UGW. This replaced larger battery electric variant NK59DFX (see photo 3035) for operational reasons in June 2013. Parked behind is Ford Fiesta van EN56SNJ with lettering for Go-Ahead. Although added to the database in 2007 it was later marked as withdrawn since it is not a London-specific vehicle.



Photo 4535, by **Colin Lloyd**, added to LTSV on 08/12/2013.

Carrying a curious but quite attractive livery, Mk.5 Ford Transit dropside truck N24HPV is fleetnumber 95041 in the national Stagecoach scheme. It was photographed in Cambridge on 17th July 2013.



Photo 4536, by **Derek Everson**, added to LTSV on 08/12/2013.

Although this may look like a vehicle belonging to a small independent operator, the five-digit fleetnumber gives away the fact that Fleet Buzz is in fact a Stagecoach subsidiary. The high-roof Mk.6 Ford Transit van in its eye-catching livery was photographed at Blackwater on 8th November 2013, attending to a road traffic accident involving one of the company's Dennis Dart buses.

Photo 4537, by **Colin Lloyd**, added to LTSV on 08/12/2013.

Stagecoach again, this time in Bedford and without a visible five-digit fleetnumber. Ford Transit van YE60DZR carries a variant of the standard livery with minimal swoops and a large outline 'beachball' logo. The 'Info to go' lettering suggests its role is to maintain bus service publicity material. 17th July 2013.

Comment by *Adam Floyd* on 14/12/2013: According to my records this is fleet number 95236.

Photo 4538, by **Ray Monk**, added to LTSV on 08/12/2013.

This photograph shows a '52 reg Mercedes Atego towing a '52 reg Mercedes Atego! FH52EKO of R&S Recovery Services of High Wycombe was photographed leaving Acton Works on 26th November 2013 with artic tractor 2580M on tow. The backwards towing arrangement suggests the artic had drivetrain problems, since tractors are normally towed forwards when possible (see photo 2713). I have just noticed that 2580M has had side protective bars fitted between the wheels on both sides. This seems to have taken place in 2012 and I will publish a clearer photo soon.

Comment by *richard* on 20/12/2013: sometimes easier to rear lift tractor units , propshaft or half shaft don't have to be disconnected if veh has ecu or engine fails most will rear lift .

Photo 4539, by **Malcolm Conway**, added to LTSV on 08/12/2013.

The four-axle Iveco Trakker is most commonly used as a tipper (like LK58HKN, see photo 4144), but this one has been finished as a recovery truck. With fleetnumber 226, BD11OMA belongs to D&G Cars Ltd. The very smart-looking vehicle was photographed passing Marble Arch on 1st November 2013, with a bruised Tower Transit bus on tow.

Photo 4540, by **Colin Lloyd**, added to LTSV on 30/01/2014.

Mercedes-Benz Sprinter Incident Response Unit 7302M is a common sight around central London, working from its base at Victoria. During a visit to London on 13th December 2013, Colin managed to photograph it 5 times at a variety of locations. This photo was the most impressive, having been taken on Oxford Street very early in the morning using a 1/60th of a second exposure.



Photo 4541, by **Ray Monk**, added to LTSV on 30/01/2014.

A neat comparison of the Phase II and earlier (Phase I ?) Renault Kangoo frontal designs is afforded by this view taken at Finchley Central Station on 1st January 2014. On the left is Phase II Maxi van 7643R in LUL livery, while on the right is Kangoo estate 7396R with Tube Lines branding.



Photo 4542, by **London Spotter**, added to LTSV on 30/01/2014.

Another Renault Kangoo estate from the large batch delivered in summer 2012 is 7399R. Originally based at Stratford Market Depot, it appears to have recently taken up residence at Golders Green Station, where it was photographed on 1st October 2013.



Photo 4543, by **Ray Monk**, added to LTSV on 30/01/2014.

Ford Transit van 7583F initially operated in unmarked white livery, along with the other vehicles in the 7576 to 7591 range. However, in autumn 2013 it was given full LUL livery, with additional lettering for its role as a Welfare Support Unit. As the name suggests, it is believed to operate in support of the fleet of Staff Welfare Facility (aka Toilet) vans. Ray caught it leaving Acton Works in some rare sunshine on 10th January 2014.



Photo 4544, by **Ray Monk**, added to LTSV on 30/01/2014.

These two vans photographed at the Baker Street offices on 12th December 2013 are probably both employed delivering internal mail, and it has been suggested that a type comparison trial is underway. To the fore is Renault Kangoo Maxi van 7656R while similarly-sized Fiat Doble Maxi 7660FI is in the background.



Photo 4545, by **Ray Monk**, added to LTSV on 30/01/2014.

A second Fiat Doblo Maxi found at Baker Street on 12th December 2013 was 7663FI. Vans belonging to Magnolia Building Services (as per the Ford Transit behind) have also been seen at Frank Pick House (see photo 3955).



Photo 4546, by **Ray Monk**, added to LTSV on 30/01/2014.

The LUL-liveried Staff Welfare Facility vans look rather different with their bold titling. 7673F was seen leaving Acton Works on 10th January 2014.



Photo 4547, by **Ray Monk**, added to LTSV on 30/01/2014.

A few more new vehicles were delivered for the power distribution fleet at Tuffnell Park in late 2013. Among them was Ford Transit Dropside truck 7718F, seen at home on 1st January 2014. This truck is unusually fitted with a cage, this normally being associated with rubbish collection vehicles. However, as can be seen, there are also some long boxes or lockers inside the bodywork. This truck also differs from earlier caged drop sides in having a normal headboard fitted.



Photo 4548, by **Ray Monk**, added to LTSV on 30/01/2014.

Volkswagen Transporter van 7753VW was new in November 2013 and features mid-height bodywork and smaller than usual London Underground lettering. It was heading down Bollo Lane on 21st January 2014.

Photo 4549, by **Ray Monk**, added to LTSV on 30/01/2014.

Ray chalks up yet another scoop! The number of vehicles carrying London Overground livery was trebled recently with the delivery of at least four new vans. The reasons for the additions are not clear, since maintenance of the route infrastructure is normally undertaken by contractors. This photograph was taken at Silwood Triangle, a patch of open ground south of Surrey Quays station and bounded by two branches of the East London Line and the Southeastern tracks from London Bridge. A set of sidings is being built here to enable the use of 5-car trains and a vehicle yard has also been created, which will most likely become a permanent LTSV location in due course. Present on 24th January 2014 were a pair of 2-day old Renault Kangoo Maxi vans, with 7789R nearest and 7788R beyond. Note that both have roof racks with 'something' on them. Two VW Transporter crew vans were also on site, but could not be photographed due to the presence of several contractor's vehicles. One of the VWs can just be seen in the left background.

Photo 4550, by **Derek Everson**, added to LTSV on 30/01/2014.

As of today, the highest reported fleet number is 7790, this being carried (notably without a suffix) by a Ford Transit dropside truck delivered for the power fleet at Tuffnell Park in November 2013. Photographed on 17th December 2013.

Photo 4551, by **Ray Monk**, added to LTSV on 30/01/2014.

KE60EOX is a Smart Fortwo car new in February 2011 and operated by London Buses. It is believed to have worked in anonymous white livery at first, but had gained roundels by September 2013. Based at Acton Works, it was photographed leaving that location on 9th December 2013.

Photo 4552, by **Ray Monk**, added to LTSV on 30/01/2014.

Regular visitors will recognise this as the corner yard at Bollo House (Acton), as seen from Bollo Lane. Parked there on 21st January 2014 were two unexpected vehicles. On the right is LUL livery Ford Transit crew van 6919F, normally based across the tracks in Acton Works. It was just about to go off-lease, being advertised for sale by BCA a week later. In the middle is TfL Streets Vauxhall Combo van LN11PDY, one of three delivered in March 2011 and which have proved to be very elusive. Both vehicles were probably parked here prior to going into the Smallbills Garage next door.



Photo 4553, by **Graham Smith**, added to LTSV on 30/01/2014.

Graham sent in this very nice shot of Tube Lines branded MAN TGM lorry RV12OEZ passing through Westminster on 25th November 2013.



Photo 4554, by **London Spotter**, added to LTSV on 30/01/2014.

TfL Streets took delivery of a pair of Toyota Yaris hybrid cars in June 2013, seemingly to replace two of the larger Prius cars. LL13YZD was found parked outside Aldgate Station on 12th January 2014. A similar car is operated by LUL (7667T) but has yet to be photographed.



Photo 4555, by **Malcolm Conway**, added to LTSV on 30/01/2014.

Cartwright 3-axle flat semi-trailer T65 has been in use since mid-1999 but this is the first clear photograph of it that I have seen. Passing Westminster on 13th December 2013 behind Mercedes-Benz Actros tractor unit 2603, the trailer was loaded with what appeared to be concrete sleepers.



Photo 4556, by **Ray Monk**, added to LTSV on 30/01/2014.

Same vehicle, same location, different livery. This Ford Transit minibus has been used by Epsom Buses as a crew rest room since at least 2009. Re-registered from OU04EZN to A9HRR, it carried unmarked white until 2013 (see photo 2839). Somewhat unusually an offside sliding door is fitted. Note also the 'Rest' lettering beneath the fleetname, presumably modified from some existing transfers. The minibus was photographed in its usual spot at Wallington Station on 27th January 2014.

Photo 4557, by **London Spotter**, added to LTSV on 30/01/2014.

I don't intend to show all the Arriva Southern Counties taxis that have been repainted red but this shot of M904MUV at Bexleyheath Bus Stand on 14th January 2014 is quite nice. Is it just me or is the shade of red used not *quite* the same as London Buses red? The rust below the nearside headlamp suggests that these taxis won't be able to keep going for too long.

Photo 4558, by **John Hillman**, added to LTSV on 30/01/2014.

Vauxhall Vivaro van YG11VKM is based at Arriva the Shires' Garston garage and thus can be seen both in London and in the mysterious lands beyond where all the buses are the wrong colour. On 24th January 2014 it was found in St Peter's Street in St Albans, attending to a defective Mercedes-Benz Citaro bus. The van has high-roof bodywork, minimal lettering and does not appear to carry its allocated fleetnumber of V202.

Photo 4559, by **London Spotter**, added to LTSV on 30/01/2014.

You may be wondering why London United van FF2 (EO12UEP) is parked in a space clearly intended for sister vehicle FF11 (EO12UBZ). Or you may not. The fact is that the two vehicles swapped allocations recently, FF11 joining FF1 and 3-9 at Hounslow Heath and FF2 becoming the normal resident at Hounslow Garage (where it was photographed on 10th January 2014). The notice below the registration plate on the wall reads 'Reserved Parking. This parking bay is reserved for the parking of the Company Van FF11 and must be kept clear of all other vehicles at all times'.

Photo 4560, by **Ray Monk**, added to LTSV on 30/01/2014.

The replacement of Epsom Buses' Toyota Yaris crew ferry cars with new Vauxhall Merivas seems to be a drawn-out process. Two Vauxhalls arrived in January 2013, with a further pair in October, but no more have been reported yet. One of the January additions was LB62KWZ, photographed at Wallington Station on 27th January 2014. The only indications of the vehicle's role are the LBSL roundel on the bumper and a fleetnumber (10) just visible in the top right corner of the windscreen.



Photo 4561, by **London Spotter**, added to LTSV on 30/01/2014.

There doesn't seem to be much point in publishing photos of all of the Metrobus Mercedes-Benz Vito minibuses, since they all appear to be identical. This photograph taken at Lewisham Bus Station on 8th November 2013 is notable though as it does show a difference. 8064 (RJ62ZHK) on the left has a plain white bonnet (perhaps as a result of replacement), while 8057 (RJ62ZHB) on the right has the normal features of Metrobus logo and fleetnumber. The bus station at Lewisham (which is really just a bus stand) was due to be moved to a new location on the west side of the station during 2013 but this has been delayed.



Photo 4562, by **Ray Monk**, added to LTSV on 30/01/2014.

New Cross Garage's Ford Transit van EK13LLP was delivered in plain red in May 2013 (see photo 4366) but had gained a full complement of lettering by 24th January 2014. On that date it was found on Molesworth Street in Lewisham, attending to one of the Enviro 400 hybrid buses. Regular visitors to this site will be able to identify the two features of this van that show it is a short-wheelbase version.



Photo 4563, by **London Spotter**, added to LTSV on 30/01/2014.

Most of the crew ferry duties into London from Arriva the Shires' Garston garage seem to now be in the hands of the six Vauxhall Astra hatchbacks new in April 2013. As already mentioned, these came in a variety of colours and were allocated the same fleetnumbers as the one-year old Citroen Berlingo vans that they replaced. However, this view of black V211 (FE13ZXU) taken at Golders Green on 1st October 2013 shows that only the last two digits of the number are carried, and then only on the fuel filler cover.



Photo 4564, by **London Spotter**, added to LTSV on 30/01/2014.

Another Arriva the Shires Vauxhall Astra hatchback photographed at Golders Green Bus Station on 1st October 2013 was sole red example V213 (FL13AOT). The Arriva name and logo appear only on the rear window of these cars.



Photo 4565, by **Derek Everson**, added to LTSV on 30/01/2014.

Metrobus has recently taken delivery of three new Ford Transit vans, for engineering support duties from their three main garages. Although licensed in September 2013, the new vans were first reported in early January 2014. Derek photographed 9105 (FY63TBU) at Crawley Garage on the 14th, parked alongside the Renault Trafic van that it replaced (9101 LX58XCP). The new vans are short-wheelbase, mid-height Transits, the same as ones delivered to several London Central and London General garages.



Photo 4566, by **Ray Monk**, added to LTSV on 30/01/2014.

Sovereign Recovery acquired several Volkswagen Transporter vans in 2010/2011 before switching to the Mercedes Sprinter model. One of the VWs has been resident at Lewisham Bus Station recently, and LS10CNY was photographed on 24th January 2014. Note the numerous logos and extensive lettering. Ray mentioned that the Stagecoach motorbike latterly parked here (see photo 4300) has been absent recently, so perhaps the Sovereign vehicle is a replacement.



Photo 4567, by **Ray Monk**, added to LTSV on 30/01/2014.

A Mog in motion! As mentioned last June (see photo 4384), the two Mercedes-Benz Unimog road-rail trucks that have spent many years in store at Lillie Bridge were moved to Acton Works, most likely by low-loader. They evidently received some attention since they both left the works under their own power on 21st January 2014. By lucky coincidence, at the same time Ray was on Bollo Lane waiting for something interesting to photograph! First up was L85 (C622EWT) with its front-mounted coupling raised. The van behind is Peugeot Partner CF13NRU. Although unmarked, and registered in Wales (whereas most SVs are registered in London), this van appears to have been working out of Acton since it was new in July 2013. Similar CF13NRV has also been reported.



Photo 4568, by **Ray Monk**, added to LTSV on 30/01/2014.

Quarter of an hour after photographing Unimog L85 coming up Bollo Lane, Ray encountered similar but older L84 (A456NWX) going the same way. It was being followed by high-roof Ford Transit crew van 7459F, while unmarked Peugeot van CF13NRU was also in pursuit (just visible behind the red car). Ray figured that they hadn't been moved far, and it wasn't long until we found out where they were going....



Photo 4569, by **Traintest**, added to LTSV on 30/01/2014.

The destination of the Unimog road-rail trucks that left Acton Works on 21st January 2014 was... Acton Museum Depot. They were photographed in the yard there (from Hearne House) on the 28th. I doubt this is their final move though. The Museum could want one, either for use or preservation, but surely they wouldn't want them both. Further developments are awaited. This photograph does show that, apart from some badging differences, and the front coupling on L85, the two trucks are very similar.

Comment by *Damon* on 02/02/2014: These are indeed now in the possession of the LTM. It seems that they were deemed redundant by LUL and policy dictates that they have to be offered to the LTM. The LTM thought "crikey they could come in handy" so had them. They need a bit of work to make them usable but at least one has a future as a Depot shunter at Acton I believe. Look out for them at the open day in the middle of March!



Photo 4570, by **London Spotter**, added to LTSV on 27/02/2014.

Five service vehicles were parked at East Finchley Station on 16th February 2014 during engineering work. Among them was Tube Lines liveried Renault Kangoo Maxi van 7368R from Stratford Market Depot.



Photo 4571, by **Kim Rennie**, added to LTSV on 27/02/2014.

Looking like a brand-new vehicle, complete with 'Ready to go' tag in the windscreen, Ford Transit dropside truck 7591F was photographed at Acton Works on 18th February 2014. However, 7591F had been delivered over a year earlier, and was initially operated in unmarked white livery (see photo 4382). As well as being given LUL livery (but with the bodywork still in white), it has also been modified with side safety bars and spotlights on the headboard.



Photo 4572, by **London Spotter**, added to LTSV on 27/02/2014.

A second Volkswagen Caddy Maxi for LBSL Infrastructure was found at West Croydon Bus Station on 24th January 2014. As with similar 7747VW, 7748VW has a large roof rack that virtually hides the rear-mounted light bar. I'm not sure where this vehicle is kept.

Photo 4573, by **Ray Monk**, added to LTSV on 27/02/2014.

A lucky find at Northumberland Park Depot on 25th February 2014 was 7761T, a Toyota Yaris Hybrid car in LUL livery. It was parked at Osbourne House then departed, the driver kindly pausing to allow this portrait to be captured. At least one other example of this model is operated by LUL (7667T), while TfL Streets also has a pair (see photo 4554).

Photo 4574, by **Ray Monk**, added to LTSV on 27/02/2014.

Work on the construction of the new train stabling depot at Silwood Triangle continued through early 2014, while the number of service vehicles reported in London Overground livery grew to a rather surprising eleven. 7775VW and 7776VW were photographed on 22nd February 2014, both being Volkswagen Transporter crew vans with roof racks.

Photo 4575, by **Kim Rennie**, added to LTSV on 27/02/2014.

Photographed at Acton Works on 18th February 2014 was KE05JLV, one of a pair of Iveco Daily trucks new to British Transport Police but operated by the Emergency Response Unit since 2012. It was still carrying its original callsign of L91 (it was officially changed to L93 some time ago), while it also has labels and signs over some of the police markings and a 'This vehicle is not in service' notice in the windscreen. Such measures are required when vehicles in police livery are driven by non-police personnel. Similarly, cars used in filming the TV series 'The Bill' had their markings taped over when being driven to filming locations.

Photo 4576, by **Kim Rennie**, added to LTSV on 27/02/2014.

Photographed on Caxton Street in Westminster on 18th February 2014, EK59ZKL is one of two Iveco EuroCargo dustcarts acquired in late 2009. It had recently been given advertising on the bodyside, the main (poetic) text of which reads 'We are using the side of this truck to kindly remind you not to chuck your rubbish, when travelling around on bus, trains or underground'. The building in the background is Christchurch House, a low-rise neighbour to TfL's Windsor House, and built to the same architectural style. There are two vehicle entrances visible here, one of which appears to run right through to Windsor House.



Photo 4577, by **Kim Rennie**, added to LTSV on 27/02/2014.

This photograph taken at Acton Works on 18th February 2014 is interesting for two reasons. Firstly it seems to indicate that some TfL Streets cars are actually based here. For example, Mitsubishi i-MiEV electric car WX10JSZ (nearest the camera) was initially allocated to Chancel Street but has since been seen many times at Acton. Secondly, in the background (behind the Toyota Prius) is a Nissan Leaf electric car, with a fleetnumber visible but not readable. A Nissan Leaf numbered 7711N was reported a few days later so it may be this.



Photo 4578, by **Ray Monk**, added to LTSV on 27/02/2014.

I recently pondered how long Arriva Southern Counties could keep their rather tired-looking former London taxis going. Well, from February 2014 they started to be replaced by Ford Tourneo minibuses. The change is said to be due to forthcoming emissions legislation changes. The minibuses were transferred from the Heathrow operations of TGM, and retained plain white livery. Photographed at Eltham Bus Station on 9th February 2014 were LT56JXU (left) and LT56JYN (right).



Photo 4579, by **Ray Monk**, added to LTSV on 27/02/2014.

As covered at the time (see photo 4438), six new Vauxhall Combo 2+2 vans were delivered to Go-Ahead's Northumberland Park Garage in July 2013. When new these had plain cargo doors on either side. It seems that these were not acceptable since when Ray visited on 25th February 2014 he found that they had all been modified with windowed doors on both sides. They still work in anonymous red livery though. HN13YNA was caught coming off Watermead Way.



Photo 4580, by **Ray Monk**, added to LTSV on 27/02/2014.

Also used as anonymous crew ferries from Northumberland Park Garage are a pair of Mercedes-Benz Vito minibuses. RJ13DYA was leaving the garage when photographed on 25th February 2014.



Photo 4581, by **Robin Morel**, added to LTSV on 27/02/2014.

Z and S is a bus operator based in Aylesbury, running services across a large area of Buckinghamshire, Hertfordshire and Oxfordshire. Photographed at Milton Keynes on 29th January 2014 was their long-wheelbase Vauxhall Movano van T233VHJ. The van has a fleetnumber (563?) near the fuel filler but it is indistinct in this photo. Note the 'Chief Engineer' lettering on the door.



Photo 4582, by **John Hillman**, added to LTSV on 27/02/2014.

American-built trucks are very rare in the UK, with a handful of recovery vehicles being the most visible. Adding to the list of makes represented on LTSV, here is Kenworth T300 R182FEX of Stathams Recovery of Dunstable. It was seen preparing to tow a Centrebus Dennis Dart at St Albans Station on 17th February 2014. Although it has the name Harry near the door, the Stathams website states that it is normally referred to as Noddy, for fairly obvious reasons.



Photo 4583, by **Ray Monk**, added to LTSV on 27/02/2014.

I have mentioned before that several companies engaged in work for LUL use somewhat similar liveries for their vehicles. Lupprians is (to quote their website) a 'Logistics Solutions Provider', with a broad portfolio of services that does include work for LUL. Their Volkswagen Caddy Maxi crew van RJ60LCU was photographed parked on Bollo Lane on 19th February 2014. The livery is very like that of LUL and, as Ray pointed out, the skirt and stripe do not wrap around the back.



Photo 4584, by **Dave Cousins**, added to LTSV on 08/03/2014.

BG12GCF is a Nissan Navara 4x4 Pick-up in silver livery with LUL lettering. It is based at Hainault Depot (which seems to have a liking for non-standard types) but has been reported only twice since it was delivered in May 2012. It appeared on official fleetlists as being an un-numbered vehicle. I was therefore rather surprised to see this photograph from new contributor Dave Cousins. It shows the truck parked in the rain outside Mile End Station on 7th June 2012, when it was less than one month old. And it clearly carries the fleetnumber 7476N. Hainault Depot had another Nissan Navara, but in standard white/blue livery (6891N, see photo 3464) between 2010 and 2013, and also a broadly similar Toyota Hilux in silver livery between 2008 and 2011 (6467T, see photo 2971).



Photo 4585, by **Derek Everson**, added to LTSV on 08/03/2014.

7490F is a Ford Focus estate car new in September 2012 and based at Rickmansworth. On 13th January 2014 it was caught passing through Uxbridge.



Photo 4586, by **Kim Rennie**, added to LTSV on 08/03/2014.

Ford Transit dropside truck 7506F is usually parked on the northern entrance road to Acton Works, and hence can be seen from Acton Town Station. It was found there on 18th February 2014.



Photo 4587, by **Derek Everson**, added to LTSV on 08/03/2014.

Since delivery in August 2013, Ford S-Max response car 7690F has gained a reversed EMERGENCY label across the bonnet, and its light-bar has been shifted forward slightly. It was found in its usual parking place at Wembley Park Station on 20th November 2013. Comparison with very similar photo 2688 of earlier resident Ford Galaxy 6552F shows that the two car designs share several features.



Photo 4588, by **Ray Monk**, added to LTSV on 08/03/2014.

One of ten Ford Focus estates delivered in mid-2013, 7691F has been seen at both Arnos Grove and Stratford Market Depot. I have allocated it to the former for now. On 3rd February 2014 Ray caught the car arriving at Stratford.



Photo 4589, by **Ray Monk**, added to LTSV on 08/03/2014.

There were reports of more new vehicles in London Overground livery through February 2014, one of them being Renault Kangoo Maxi van 7769R. It was photographed on Oldfield Grove in Surrey Quays (near to the Silwood Depot site) on the last day of the month, and differed from the earlier Kangoos in not having a roof rack.



Photo 4590, by **Ray Monk**, added to LTSV on 08/03/2014.

A new correspondent mentioned seeing some London Overground vans parked at Dalston, and Ray duly went off to investigate. This photo was taken from the overbridge on Richmond Road, and shows a small yard next to the track just south of Dalston Junction Station. Present on 28th February 2014 were two Volkswagen Transporter vans. Both are long-wheelbase, low-roof examples, with ladder racks. Further reports would be appreciated so that I can decide whether or not this needs to be added as a location.



Photo 4591, by **Dave Cousins**, added to LTSV on 08/03/2014.

A third London Overground VW Transporter van is 7774VW, found parked near Surrey Quays on 6th February 2014. We obtained an official fleetlist in early March and this showed that the LOROL fleet had reached 15 vehicles, with a couple more seemingly likely.



Photo 4592, by **SLR**, added to LTSV on 08/03/2014.

Photographed inside Griffith House on the night of 6th March 2014, Ford Transit van 7818F was possibly on its first day (or night) of service. As well as points for the first 14-reg vehicle, and first 78xx numbered vehicle, contributor SLR has also managed to capture a new livery variant. The basis is LUL standard white/blue/red, combined with emergency style yellow reflective striping (edged in blue) and RAPID RESPONSE VEHICLE lettering. Most notably, the lettering behind the side roundel is Transport for London, rather than London Underground, whilst below that appears to read 'Every Journey Matters'.



Photo 4593, by **Derek Everson**, added to LTSV on 08/03/2014.

These two cars were both new in autumn 2011 as part of a batch of four similar vehicles, and are based at Uxbridge Bus Station (where they were photographed on 13th January 2014), but they both started out elsewhere (as per the photos already published). To the fore is Ford Fiesta LM61JHX, which was at Stratford when new, while behind is Toyota Prius LN61ZGO, initially at Isleworth.



Photo 4594, by **Derek Everson**, added to LTSV on 08/03/2014.

PJZ6903 is one of at least 2 Ford Fiesta cars based at Abellio's Hayes garage that carry Irish registration numbers. Acquired by spring 2013, it was photographed leaving Uxbridge Bus Station on 13th January 2014. Some Abellio vehicles carry fleetnumbers, usually near the fuel filling point, but there is no sign of one here.



Photo 4595, by **Derek Everson**, added to LTSV on 08/03/2014.

Abellio Ford Transit van HN03YAV was initially based at Byfleet Garage, but was photographed at Peckham Bus Station on 26th February 2014 attending to a Walworth-based Volvo B7TL bus. Perhaps a transfer, reports please.



Photo 4596, by **SLR**, added to LTSV on 08/03/2014.

Photographs taken within bus garages are always of interest. This is Arriva's Dartford Garage on 7th February 2014, with one of the recently acquired Ford Tourneo minibuses on show. These were transferred from co-owned TGM and are being used to oust the former London taxis in the crew ferry role. LT06XDU (the bolt in the registration plate can make it look more like LT06XBU) is allocated fleetnumber VF130.

Photo 4597, by **Graham Smith**, added to LTSV on 08/03/2014.

Distinctly non-standard lettering is carried by Ford Transit van EF10UUX, based at the Northumberland Park Garage now operated by Go-Ahead London. It seems likely that the van was acquired by original incumbent First London. It was photographed passing Edmonton Green on 15th February 2013.

Photo 4598, by **Kim Rennie**, added to LTSV on 08/03/2014.

This anonymous Go-Ahead London van has been shown on LTSV before but I have included this excellent photo for two reasons. Firstly, it shows a medium wheelbase van, the distinctive features of which were discussed last time (see photo 3485). As such it is unique in the Go-Ahead fleet, all recent deliveries being short wheelbase. Secondly, it was attending to a (briefly) unique bus. Fleetnumber V6 was applied to BF63HFE, a prototype Volvo B5TL with a Wright Gemini 3 body (though with a Gemini 2 front end), loaned to Go-Ahead London from October 2013. In this view the most notable difference is the wrapped around black trim, but the upper deck windows are much shallower than before. Several similar buses were loaned to other London operators in spring 2014. 18th February 2014

Photo 4599, by **Derek Everson**, added to LTSV on 08/03/2014.

Metroline's standardisation on the Renault Grand Scenic car for crew ferry duties was shown by the delivery of at least four more examples over the turn of 2013/2014. These included 2 more for Holloway Garage. Derek visited there on 17th December 2013 and found three earlier examples parked in the garage entrance. All have been shown on LTSV before but I have included this photo to highlight the numbers now carried in the windscreens. Are these fleetnumbers or duty numbers?

Photo 4600, by **Derek Everson**, added to LTSV on 08/03/2014.

Photographed leaving Brixton Garage on 26th February 2014, Arriva London Vauxhall Corsa van FN11UYT had not been reported before. Further reports would be useful to confirm if it is based here.

Photo 4601, by **Derek Everson**, added to LTSV on 08/03/2014.

A varied line-up of service vehicles seen at the Metrobus garage in Crawley on 14th January 2014. Nearest the camera is 8070, the highest numbered minibus to date, a Mercedes-Benz Vito new the previous May. Beyond are Ford Focus hatchback 9027, Renault Trafic minibus 8044 (one of just 2 left), newish Ford Transit van 9105 and Renault Trafic van 9101.

Photo 4602, by **Ray Monk**, added to LTSV on 08/03/2014.

Seen leaving the industrial estate in which the recently re-opened Edmonton Garage is located, this anonymous Ford Transit curtainsider is believed to be an Arriva London vehicle. The reactivation of Edmonton and the closure of nearby Lea Valley may have resulted in the need to move 'stuff', while the vehicle is notably almost identical to earlier HJ08GMO (see photo 2305), although the new truck also benefits from having a tail-lift. 4th March 2014

Photo 4603, by **Derek Everson**, added to LTSV on 08/03/2014.

Go-Ahead London has been updating its engineering support fleet in recent months, new Ford Transit vans going to several London General, London Central and Metrobus garages. Camberwell received EA63VPO towards the end of 2013, and it was photographed at home on 26th February 2014. Note the allocation code carried below the mirrors.

Photo 4604, by **Ray Monk**, added to LTSV on 08/03/2014.

Numerically the middle of three new Ford Transit vans added to Metrobus stock in early 2014 is Orpington's 9106 (FY63TAV). It was photographed at Eltham Bus Station on 10th February 2014. As I have mentioned before, the short-wheelbase Ford Transit van features cargo doors the same height as the front doors, as highlighted here. Notably this van has a plain white rear, while the one at Crawley has red chevrons (see photo 4565). The condition of the Croydon van is not yet known. Whilst similar new vans for 'red' garages have had low-profile lightbars, Metrobus has chosen to continue using traditional ones.



Photo 4605, by **Ray Monk**, added to LTSV on 08/03/2014.

Arriva London closed its Edmonton Garage in March 2012 but retained the location for non-operational purposes. This was fortunate since the nearby Lea Valley Garage had to close at the end of February 2014 to allow for expansion of the neighbouring electrical transmission station. The solution was basically to re-open Edmonton, although in reality it was not that simple. Certain bus routes moved to Palmers Green, Tottenham or Wood Green, while several routes were operated by buses from one garage and crews from another! This obviously led to even more crew ferry cars being required. Most of the existing Vauxhall Corsa cars from Lea Valley moved across the canal, and they were joined by at least 12 new examples. One of the latter was HK63YYJ, photographed in the car park on 4th March 2014.



Photo 4606, by **Ray Monk**, added to LTSV on 08/03/2014.

The latest Vauxhall Corsa cars for Arriva London have fleetnumbers in a new 2xx range. However, the numbers now only appear on the rears so it may take a while to get them all! Some of the cars have prefixes, such as WN207 (HK63YYP) photographed at Edmonton Garage on 4th March 2014. I believe that this means the car is used between Edmonton and Wood Green, rather than necessarily based at the latter.



Photo 4607, by **Derek Everson**, added to LTSV on 08/03/2014.

This is the business end of Sovereign Recovery Scania R620 truck BIG620, seen preparing to tow a Metroline Enviro 200 bus outside Alperton Garage on 20th November 2013.



Photo 4608, by **Ray Monk**, added to LTSV on 08/03/2014.

With the usual copious lettering, LT12TXW is a Mercedes-Benz Sprinter van belonging to Sovereign Recovery. It was photographed at the soon-to-be-closed bus stand at Lewisham on 28th February 2014. The oft-delayed plan to move the bus stands to a new location on the other side of the railway station finally took place the following day. Note the risers fitted to the rear light-bar.

Photo 4609, by **Ray Monk**, added to LTSV on 08/03/2014.

Finding Nemo! How does Ray do it? We received an official fleetlist this week and it contained about 22 numbered vehicles that we didn't already know about. Among these was 7615, a Citroen Nemo diesel van (the only other Nemo in the central fleet is un-numbered electric van LK09EFE, see photo 4145). We didn't know where the new van was based, or what livery it carried, but it appears to have been new in about March 2013 and thus had done well to avoid being seen by our most active 'spies'. However, just 3 days after getting the list, Ray found the van parked on the front road at Baker Street Station! Note the absence of side cargo doors, and the very slim skirt and stripe. It also lacks a fleetnumber suffix. 8th March 2014.

Photo 4610, by **John Woolf**, added to LTSV on 06/04/2014.

OK, so this is the third very similar photograph on LTSV showing Iveco Eurocargo lorry 25851 leaving Acton Works (this time on 2nd April 2014). But there is a reason. Since the 2010 photograph (ref 2961), the lorry has gained modified dropside doors (with a short opening section towards the front, perhaps for staff access), high-level safety rails, some yellow patches on the huge tail-lift (probably for removable safety rails), and a plate on the cab front (presumably for hazardous cargo notices). By the way, the first of the photos was taken in 2006, so I suppose the next will be in 2018....

Photo 4611, by **Ray Monk**, added to LTSV on 06/04/2014.

Ford Transit van 7019F is rather elusive. It was originally officially allocated to Hearne House in Acton, but it has not been seen there during recent visits. In fact probably fewer than half of the 21 vehicles we currently have listed as being allocated to Hearne House are actually there. So where is it now? Perhaps it is assigned to the Depot Engineering Support unit, which would account for reports of it at a variety of railway depots over the past few years. On 18th March 2014 Ray found 7019F parked outside Stonebridge Park Station. To the right is the roadway that leads to the LUL depot, while in the background can be seen a class 90 locomotive on Caledonian Sleeper carriages.

Photo 4612, by **Ray Monk**, added to LTSV on 06/04/2014.

Dagenham East Station is a relatively recent addition to the list of service vehicle locations, having had a known allocation only since 2012. This was increased in 2013 with the transfer in of three consecutively numbered vehicles (7101R, 7102P and 7103P). The first of these, Renault Kangoo van 7101R was photographed leaving the station on 31st March 2014. The yard is to the north and west of the station, and is accessed by the roadway seen in the background.



Photo 4613, by **Ivor Norman**, added to LTSV on 06/04/2014.

7207VW is a Volkswagen Caddy crew van new in late-2011 and believed to be operated from Lillie Bridge along with similar 7206VW and 7208VW. Mostly active at night, it was photographed parked up in Harlow on 6th March 2014.



Photo 4614, by **Derek Everson**, added to LTSV on 06/04/2014.

Citroen Berlingo estate car 7510C was photographed in the Westfield Shopping Centre car park on 22nd March 2014. This location is referred to on LTSV as White City Depot, as the relocated depot is in fact also beneath Westfield. 7510C is normally to be found at West Ruislip Station and it could be that the allocations of these Berlingos have recently been shuffled. A few days later Derek travelled to Loughton to photograph 7511C but instead found Leytonstone's 7509C there.



Photo 4615, by **Ray Monk**, added to LTSV on 06/04/2014.

Ray found a clutch of five staff welfare vans parked near to North Crescent depot in West Ham on 2nd April 2014 (although perhaps the collective noun for these should be a 'flush'). Two were from the batch delivered in 2013 in LUL livery, including 7678F seen here, while one was a hire (see photo 4620). Five were also present 2 days later, although 7678F had been swapped with 6517F.



Photo 4616, by **Ray Monk**, added to LTSV on 06/04/2014.

Ford Transit van 7682F was new in autumn 2013 and is believed to be based at Ruislip Depot, most likely as a replacement for similar 6796F. It was photographed leaving the depot on 10th March 2014.



Photo 4617, by **Ray Monk**, added to LTSV on 06/04/2014.

One of the most remote LUL locations is that at Rickmansworth Station, with about a dozen vehicles allocated. Fortunately, these can sometimes be seen visiting Acton Works. Ray caught Ford Transit dropside truck 7701F heading up Bollo Lane on 17th March 2014.



Photo 4618, by **Ray Monk**, added to LTSV on 06/04/2014.

This is the section of Edgware Road Station yard that was recently opened on land latterly used by temporary buildings for traincrews. Present on 18th March 2014 was unique Nissan Leaf electric car 7711N. As can be seen, this has standard LUL livery but with the addition of various lettering for TfL. Notable is the 'Transport for London, Every Journey Matters' slogan, as also seen on Ford Transit van 7818F. Is this to become a new standard? Also visible are a Renault Kangoo Maxi van and Honda CR-V 7609H.



Photo 4619, by **Ray Monk**, added to LTSV on 06/04/2014.

Only just fitting on the flatbed of a C&S vehicle recovery truck, Ford Transit dropside 7751F was heading for Smallbills Garage when photographed passing Acton Town Station on 17th March 2014. Although new in autumn 2013, and based most likely at Hainault, this was the first time this vehicle had been seen.



Photo 4620, by **Ray Monk**, added to LTSV on 06/04/2014.

Among the group of staff welfare vans Ray found at North Crescent (West Ham) on 2nd April 2014 was Mercedes-Benz Sprinter van PE62CFD in the livery of hire firm 2 Rent. Similar vehicles PE62CFG and PE62CFJ (see photo 4424) carry Tube Lines logos on plain white livery but are also believed to be from 2 Rent.



Photo 4621, by **Ray Monk**, added to LTSV on 06/04/2014.

The two silver Ford Mondeo cars used by Arriva Southern Counties at Grays for the past few years were both transferred across the river to Dartford in late-2013/early-2014. BK56XRU (allocated fleetnumber CF26) was photographed at Eltham Bus Station on 27th March 2014, with one of the Metrobus Mercedes-Benz Vito minibuses in the background.



Photo 4622, by **John Hillman**, added to LTSV on 06/04/2014.

Universitybus (trading as Uno) have acquired a Ford Transit van for use by its engineers, the lettering on the back still referring to a highway maintenance role. Medium-wheelbase high-roof Mk7 LR08VHW was photographed in St Albans on 1st April 2014 attending to Dennis Dart bus C14UNO (previously X315KRX in the TGM / Travel London / Abellio fleet).



Photo 4623, by **Ray Monk**, added to LTSV on 06/04/2014.

There are two noteworthy aspects to this photograph of Ford Transit van EX61MZL at Eltham on 20th March 2014. Firstly, the van is operated by London Central's Bexleyheath Garage, but it is clearly attending to a Metrobus Scania on route 161. Both companies are part of the Go-Ahead Group but operate very different types of buses. Having said that, a batch of Metrobus Scantias are due to transfer to Go-Ahead London once the route 54 and 75 tenders are lost in April/May. However, these are expected to go to the Blue Triangle and/or Docklands Buses operations. Secondly, the van has had its livery modified, losing the side stripe and company logo seen in photo 3707.



Photo 4624, by **Graham Smith**, added to LTSV on 06/04/2014.

London United has 9 of these high-roof Ford Transit vans for use as engineering support vehicles. FT1 (EK12OHJ) is based at Fulwell Garage and was caught passing Fairfield Bus Station in Kingston on a sunny 8th March 2014. London United was in the news later in the month when its owner RATP bought London Sovereign from Transdev. London United itself was owned by Transdev until 2011.



Photo 4625, by **Graham Smith**, added to LTSV on 06/04/2014.

The engineers at London General's Sutton Garage got a new van in summer 2013 when Ford Transit EJ13UHR replaced similar EK55DWM (see photo 2009). On 8th March 2014 the short-wheelbase mid-height van was found parked at Fairfield Bus Station in Kingston.



Photo 4626, by **Ray Monk**, added to LTSV on 06/04/2014.

Seen on a crew ferry run from West Ham Garage on 2nd April 2014, YB13VSP is a Ford Transit Custom minibus identical to the batch of 5 vehicles based at Stagecoach's Rainham Garage. This example carries national fleetnumber 90897 but differs in that it has no company markings. Rainham's YA13CEJ was also seen working from West Ham a few days previously.



Photo 4627, by **Derek Everson**, added to LTSV on 06/04/2014.

A surprising reappearance in spring 2014 was of Mercedes-Benz SK recovery truck L100JMH. From 2006 to 2009 this carried London Buses markings on its red livery (see photo 1538) and could often be seen stationed around central London on standby. The contract for this service then passed to Sovereign Recovery, who had their GM03TOW painted in a similar livery (see photo 2655). L100JMH was noted with C&S lettering in 2010 but then nothing more until it turned up back in its old haunts in March 2014. On 26th March it was photographed parked on Park Lane. Apart from the removal of all lettering, the truck has also lost its sunvisor, altering its frontal appearance somewhat.

Comment by *KeithD* on 25/04/2014: Probably still owned by C&S as they have won the tender to provide breakdown cover for London Buses from Sovereign Recovery



Photo 4628, by **Derek Everson**, added to LTSV on 06/04/2014.

Sovereign Recovery has been buying a few new vans recently. Among these are one or two Iveco Daily vans, including HK63OPC photographed at Aldgate Bus Station on 26th March 2014.

Photo 4629, by **Malcolm Conway**, added to LTSV on 22/05/2014.

Four years after leaving the fleet, Ford Transit crew van KG56REU is still instantly recognisable as a service vehicle. It retains the blue skirt, though has had a (reflective?) yellow stripe added. As such, the livery looks even more like the current Balfour Beatty scheme. New in January 2007, this van carried Metronet markings and fleetnumber 6019F. It was photographed passing Marble Arch on 15th April 2014.

Photo 4630, by **Derek Everson**, added to LTSV on 22/05/2014.

This is the yard at Orpington Bus/Rail Station on 10th May 2014. I had marked this location as having been closed in 2012 but this was evidently incorrect. What did happen was that the portakabins at the site were removed following the opening of a new office in Lagoon Road, St Mary Cray. Whilst vehicles were sometimes parked at the new base, use of the original yard appears to have continued. The vehicles present on this date were the usual mixture of LBSL Infrastructure Volkswagen Transporter vans. 6830VW on the left and 6904VW on the right are both mid-height, although the latter has the facelifted front-end. In the middle is high-roof 6821VW. The older vans have now served for over four years and must be due for replacement. Note the faded condition of the (fibreglass?) roof panels, a common feature of this model.

Photo 4631, by **Derek Everson**, added to LTSV on 22/05/2014.

It's goodbye to 7031F, one of the more mysterious members of the central fleet. You would have been lucky to have spotted this Ford Transit Connect van, since it carried unmarked red livery and didn't seem to get around much. It was allocated to LBSL Technical Services and was unusual in having an additional window in the nearside only. It replaced identical 6401F (which at least carried its fleetnumber) and was eventually itself replaced by a Mk2 Transit Connect in 2014 (LT14FXR, fleetnumber not yet known, see photo 4652). On 3rd April 2014 it was photographed at the BCA auction house in Blackbushe.

Photo 4632, by **Derek Everson**, added to LTSV on 22/05/2014.

Another photograph from BCA Blackbushe, this time on 15th May 2014. Although hard to tell from this angle, three former service vehicles are visible. On the left is the back of LUL-liveried Vauxhall Combo van 6949V, one of nine delivered in late 2010 to Acton. Behind that is Ford Transit crew van 6917F from the large batch 6907-6940F new in mid-2010 and also based at Acton. On the right is the former 7051V, one of four Vauxhall Combo vans based at Edgware Track Depot from spring 2011.



Photo 4633, by **Derek Everson**, added to LTSV on 22/05/2014.

Also awaiting their turn for auction at BCA Blackbushe on 15th May 2014 were Vauxhall Combo van 7053V (another from Edgware Track Depot) and Ford Transit crew van 6935F (another from Acton Works). Derek makes fairly regular visits to BCA, at least when Ray reports that former SVs are expected. However, judging by the size of the shed visible here, it must take a while to track down particular vehicles!



Photo 4634, by **Ray Monk**, added to LTSV on 22/05/2014.

Since the first delivery in 2011, the Peugeot Partner Tepee has become the most numerous type of car in the numbered fleet, with over 50 in stock. Among the first batch was 7061P, based at Acton Works but mostly active at night. On 15th April 2014 it was caught leaving the works, looking a bit scruffy without any wheeltrims. Later deliveries had the white skirt reduced in height so that the red stripe was not obscured by the bodyside feature.



Photo 4635, by **Derek Everson**, added to LTSV on 22/05/2014.

The yard at Dagenham East Station seems to comprise two distinct areas. At the west end of the station (alongside the bay platform) is where the Ford Transits are usually kept. Further east, and not visible from the station platforms, is another parking area where the smaller cars and vans are often parked. On 16th April 2014, Peugeot Partner Tepee 7103P was parked here while Ford Transit dropside 7701F was coming through the gate from the other area. 7103P has been here for about a year, having started out as one of the Templar House vehicles. 7701F is believed to be based at distant Rickmansworth and may just have been visiting. Similar 7507F is more normally seen here.



Photo 4636, by **Derek Everson**, added to LTSV on 22/05/2014.

An open day was held at Catford Bus Garage on 10th May 2014, both as part of the Year of the Bus, and to mark the garage's centenary. A Sovereign tow truck was on display, along with the Catford engineers van and several LT Museum vehicles. Also present was 7288M, one of the LBSL Incident Response Unit vans based at Eltham. However, perhaps of more interest was similar 7294M (also from Eltham), which was photographed parked on the road outside the garage. This van had had its bonnet roundel replaced with a 'Year of the Bus' one (as also to be seen on many London buses at present).

Photo 4637, by **Ray Monk**, added to LTSV on 22/05/2014.

The District line service was part suspended on the weekend of 19th/20th April 2014 and a large number of service vehicles could be found parked in the area around Ealing Common Station. Interestingly, most of them were ones that had only rarely been reported or photographed. Among them was Ford Transit crew van 7330F (together with similar 7332F and 7333F). New in June 2012, this was the first time it had been seen in daylight. Photographed parked on Granville Gardens on April 19th.

Photo 4638, by **Ray Monk**, added to LTSV on 22/05/2014.

Now here is a bit of an oddity. Ford Transit crew van 7339F was new in August 2012 in standard Tube Lines livery. It was officially based at Westferry Circus and was one of many vehicles that were only reported active at night. By early 2014 it was rebranded as an LUL vehicle, complete with red stripe. New vehicles allocated to former Tube Lines operations since early 2013 have carried LUL livery but this seems to be the only instance of the livery of an existing vehicle being changed. On 15th April 2014 the van was caught leaving Acton Works.

Photo 4639, by **Ray Monk**, added to LTSV on 22/05/2014.

This Ford Transit van caused us some confusion. Reported in January 2013 as being fleetnumber 7566F, this was called into doubt when a Smart fortwo car was later seen carrying number 7566SM. However, the Transit proved to be hard to track down. It wasn't until we received an official fleetlist in March 2014 that it was discovered the van is allocated number 7556F. Eventually the van was seen again (twice!) in spring 2014. On 19th April it was parked in a previously unknown yard alongside Ealing Common Station. Numerous other SVs were parked on the surrounding streets due to engineering work on the railway. Ray returned to the yard on 5th May and the Transit was still there, and was parked in a way that enabled photography. This proved that it does actually carry fleetnumber 7556F, so the initial report was incorrect (or the number was changed...). It remains to be seen if this location turns out to be a permanent base.

Photo 4640, by **Ray Monk**, added to LTSV on 22/05/2014.

Several of the unmarked white vehicles in the 7576 to 7590 number range have been noted working for Tramlink at times, one of the latest being Ford Transit crew van 7586F. This was certainly used by LUL when new but seems to have been with Tramlink since late 2013. On 16th May 2014 Ray caught 7586F entering Therapia Lane Depot. Just visible behind is the chevron rear of LBSL Ford Transit van 6986F. One of two Ashwoods Hybrid conversions originally used as Incident Response Units, 6986F was transferred to Bus Infrastructure in October 2013. A photograph clearly showing its modified livery is not yet available. Also present on this date were two of the new Renault Kangoo Maxi vans and also unmarked Citroen Berlingo van 7579 carrying incorrectly suffixed fleetnumber 7579R.

Photo 4641, by **Derek Everson**, added to LTSV on 22/05/2014.

Peugeot Partner Tepee 7616P is a rarely reported vehicle, based at Hearne House in Acton. However, on 2nd April 2014 it was found parked on the other side of the fence, in the back yard of the Museum Depot.

Photo 4642, by **Derek Everson**, added to LTSV on 22/05/2014.

At least 5 service vehicles were parked in the back yard of the Track and Signals Operations Centre at Acton Town on 2nd April 2014. Nearest the camera is Ford Transit crew van 7708F (similar 7709F is out-of shot on the left), whilst behind is a Transit minibus believed to be 7706F. 7351R is the Renault Kangoo Maxi van towards the left, with un-numbered Transit dropside EU13XES beyond. The last-mentioned vehicle now has LUL labels on its all white livery. The large building to the right is the Museum Depot.

Photo 4643, by **Ray Monk**, added to LTSV on 22/05/2014.

An unexpected addition at Turnpike Lane from March 2014 was this Nissan Leaf electric car, rather similar to LUL's 7711N (see photo 4618). This carried the darker red as seen on the LBSL Toyota Prius cars (such as LN61ZGR parked alongside) and also had the orange squares and rear chevrons, but so far lacked other lettering. One thing it did have though is a fleetnumber (7762N), which is slightly unusual in that cars used by LBSL in recent years have tended to be un-numbered. Photographed on 7th April 2014.

Photo 4644, by **Ray Monk**, added to LTSV on 22/05/2014.

The best place to see London Overground vehicles at present seems to be on Oldfield Grove, south of Surrey Quays and near to the depot under construction in Silwood Triangle. Present on 4th April 2014 was Renault Kangoo Maxi van 7767R, whilst parked on the other side of the road were Volkswagen Transporter vans 7774VW, 7772VW and 7773VW. London Overground is due to take over some of the railway routes out of Liverpool Street station during 2015 and it will be interesting to see if these also gain support vehicles from the central fleet.



Photo 4645, by **Ray Monk**, added to LTSV on 22/05/2014.

The Tramlink version of standard livery became more common in spring 2014 when that operation took delivery of at least 3 Renault Kangoo Maxi vans. As originally seen on Ford Transit dropside truck 7627F (see photo 4400), the Tramlink livery uses a green stripe where LUL uses red (and London Overground has orange). Photographed leaving Therapia Lane depot on 12th May 2014, 7810R has a roof-rack that all but hides the small light-bar fitted. Similar van 7807R also has a light-bar, but no roof-rack. It remains to be seen if these new deliveries are to replace the various unmarked vehicles used latterly, or if they are for a new role.



Photo 4646, by **Ray Monk**, added to LTSV on 22/05/2014.

Ray found another Tramlink Renault Kangoo Maxi van parked underneath the flyover at Reeves Corner, Croydon on 12th May 2014. As with 7810R, 7811R has a roof-rack, but the angle of the photograph makes it hard to tell if a light-bar is also fitted.



Photo 4647, by **Ray Monk**, added to LTSV on 22/05/2014.

Another of the service vehicles found at Ealing Common on 19th April 2014 was Renault Kangoo van 7817R, this time parked on Leopold Road. New the previous month, it carries the revised TfL lettering. Perhaps the most notable aspect of this photograph is that it is the 1,000th I have published which came from Ray Monk. Ray seems to get out and about at least once or twice every week, and has the knack (or luck, or patience) to be able to capture a lot of very interesting SV photos. So, a big thanks to Ray, and of course to all the other contributors. LTSV would be very much poorer without your help.



Photo 4648, by **Malcolm Conway**, added to LTSV on 22/05/2014.

Ford Transit van 7818F was one of the first to be seen with the revised LUL livery, whereby the lettering alongside now reads 'Transport for London, Every Journey Matters'. It also has an emergency vehicle side stripe (yellow edged in blue). It is based at Griffith House and on 16th April 2014 was found parked in the sunshine at Redbridge Station.

Photo 4649, by **Derek Everson**, added to LTSV on 22/05/2014.

The 'dirty' end of the two Iveco EuroCargo dustcarts has not been shown before. Derek photographed EK59ZKM at Uxbridge Bus Station on 4th March 2014. Notable are the very high lip of the loading area, and also the curious looking devices mounted above (which perhaps act to open bin lids whilst being lifted). As with similar EK59ZKL (see photo 4576), the lorry now carries posters aimed at discouraging littering.

Photo 4650, by **Ray Monk**, added to LTSV on 22/05/2014.

London Overground's Volkswagen Golf estate KP60EBG has been illustrated before, but this day-time shot shows off the white/blue/orange livery more clearly. The same livery is now of course worn by several other service vehicles. On 4th April 2014 the car was found parked on Oldfield Grove, Surrey Quays, close to the new depot at Silwood Triangle. Note that the blue skirt appears to have been applied using vinyls, which have peeled off somewhat at the bottom.

Photo 4651, by **Derek Everson**, added to LTSV on 22/05/2014.

Peugeot Ion electric car 7608P (LK11BXP) has been shown before but this photograph shows it at its home base, plugged-in in the staff car park at Loughton Station on 16th April 2014. The application of the livery is a bit of a mystery, the number 7608 having also been allocated to a Ford Transit crew van. The car is shown on official lists as being un-numbered. Perhaps it was originally intended to be 7608P but then changed to be un-numbered, with the number re-allocated.

Photo 4652, by **Ray Monk**, added to LTSV on 22/05/2014.

The first example of the redesigned Ford Transit Connect (which I will be showing as 'Mk.2') reported as a service vehicle was LT14FXR, an unmarked red van. From seeing this several times, Ray deduced that it was operated by LBSL and had replaced older (and equally anonymous) 7031F. On 29th April 2014 he managed to capture it passing through Eltham.

Comment by Ray on 26/05/2014: The driver gave it away the first time I saw it!

Photo 4653, by **Derek Everson**, added to LTSV on 22/05/2014.

Derek was in central London on 30th April 2014 to photograph some of the many extra buses laid on due to a tube strike. A lucky catch was this view taken at Cambridge Circus of a Nissan e-NV200 electric van. It carried full LUL livery, with the latest 'TfL, Every Journey Matters' logo and extensive 'green' lettering. No fleetnumber was evident, on the offside at least. The e-NV200 is (perhaps unsurprisingly) an electric-powered version of the NV200 van. Several examples of the latter were used by the Cycle Hire operation (see photo 3367) but all seem to have been withdrawn since. One curious aspect of this new vehicle is that it looks like it has side windows that have been covered over, rather than being a plain panel van.

Photo 4654, by **Derek Everson**, added to LTSV on 22/05/2014.

One of the vehicles present at the Catford Garage open day on 10th May 2014 was Optare Excel bus R197DDX. New to Ipswich in 1997, this bus was sold to Ensign in January 2009, then to the London Transport Museum in April 2009. It was repainted red and used as a Learning Bus, teaching schoolchildren how to use public transport. It has recently been modified as an exhibition unit, with displays inside charting the development of London Buses. The graphic covering the side windows shows outlines of 6 'landmark' bus designs, these being the RF of 1951, the RM of 1959, the Metrobus of 1978, the Enviro 400 of 2006, the 'New Routemaster' of 2012 and the Optare Metrocity electric bus of 2014. It is somewhat ironic that a non-London vehicle is being used for this role, the Optare Excel having seen only very limited use in the Capital.

Photo 4655, by **Derek Everson**, added to LTSV on 22/05/2014.

Photographed in the back yard of the Acton Museum Depot on 2nd April 2014 were a pair of former Metroliner buses. Mini-Pointer Dart X667LLX on the left was fleetnumber DLM150 until sold to Ensign in March 2009. A month later it was sold again to the London Transport Museum, who used it as a 'Learning Bus' alongside Optare Excel R197DDX. On the right is former TP3, one of the first Plaxton President bodied Dennis Tridents operated. Withdrawn from use in August 2012, it too was sold to Ensign a month later. It was next reported as being sold to the LT Museum in April 2013, but it was not seen there until April 2014. The 'decker was unlicensed at the time, and its role is not yet clear. It may be intended as an additional Learning Bus (for teaching school children about using public transport), perhaps to replace the Optare.

Photo 4656, by **Ray Monk**, added to LTSV on 22/05/2014.

Black Ford Focus C-Max HN06WNH is a recent addition to Abellio's Beddington Cross-based crew ferry cars. Unmarked apart from small white fleetnumbers, it was photographed at the garage on 16th May 2014. The C-Max is a taller version of the Focus car, and one was operated by LUL as fleetnumber 6227F until 2010 (see photo 1904).

Photo 4657, by **Derek Everson**, added to LTSV on 22/05/2014.

This van has now managed to get itself shown on LTSV four times, but there is a reason. Volkswagen Crafter van VO59XRM was one of five operated by First London at the time it withdrew from London bus operation in 2013. Being based at Uxbridge, VO59XRM passed to Metrolino (technically to new company Metrolino West), and gained lettering for the first time. On 22nd March 2014 it had made the long journey (by London bus route standards) to White City Bus Station to attend to a Route 607 Volvo bus. The VW Crafter, which is a variant of the Mercedes-Benz Sprinter, has seen little use as a service vehicle in London. Apart from seven operated by First, the only other examples in the database are one each with Tube Lines (see photo 3683) and Epsom Buses (photo 3106).

Photo 4658, by **Derek Everson**, added to LTSV on 22/05/2014.

The Abellio service vehicle fleet becomes more varied all the time, at least in terms of liveries. FP10AON is a Ford Fiesta car, currently a favourite for crew ferry work, operated in black livery from Byfleet Garage. Most of the recent additions have been neatly lettered, including small fleetnumbers (6760 in this case). On 13th April 2014 the car was parked near to Byfleet Garage, along with Ford Transit crew van BP06NDZ and one of the East Lancs-bodied Dennis Dart buses. Note that the car has Abellio London fleetnames. Perhaps it was initially operated elsewhere. The van has the Abellio Surrey name usually used on Byfleet vehicles.

Photo 4659, by **Ray Monk**, added to LTSV on 22/05/2014.

Looking like it might have just had a wash, Ford Fiesta YH60VMZ is another recent addition to the Abellio fleet. Given fleetnumber 6773 (the highest yet reported in the 67xx series) it is based at Beddington Cross and was photographed there on 16th May 2014.

Photo 4660, by **Ray Monk**, added to LTSV on 22/05/2014.

Abellio continues to stock its service vehicle fleet with second-hand additions, but these are increasingly very modern. EK61WWA is a Ford Fiesta 5-door hatchback in dark blue livery, not yet 3-years old. Carrying fleetnumber 6768, it was photographed at Beddington Cross Garage on 28th April 2014, with various older SVs in the background.

Photo 4661, by **Derek Everson**, added to LTSV on 22/05/2014.

As well as numerous cars, the recent additions to the Abellio fleet have included at least one van. Fleetnumber 6763 has been applied to this Ford Transit Connect van, photographed at Byfleet Garage on 13th April 2014. Less than 2-years old at the time, the van has a light-bar, chevrons on the skirts and parts of the rear, and lettering all round. It seems that the 67xx number series is now being used for all support vehicles. Visible in the background are a pair of Enviro 200 buses in the revised livery now used by the Surrey fleet.

Photo 4662, by **Derek Everson**, added to LTSV on 22/05/2014.

This photograph was taken at London United's Twickenham Garage on 26th March 2014 and shows Ford Fiesta van FF22 (EO12UEH) with similar FF15 (EO12UEN) in the background. Both vehicles were listed in SUP24F as being allocated to Fulwell, since they are apparently attached to the company's head office. Twickenham Garage was taken over with the NCP/NSL bus operation in 2009, but lost its last TfL bus routes in March 2013. It remains in use for training, private hire, commercial and withdrawn buses.

Photo 4663, by **Derek Everson**, added to LTSV on 22/05/2014.

Metroline's West Perivale Garage is about 100 yards away from the company's CELF (Central Engineering and Logistics Facility). As this photograph taken on 2nd April 2014 shows, the building was originally a goods distribution centre, with high-level loading bays. Two of the three Renault Grand Scenic cars based here were present, both wearing the slightly darker red livery, with the Metroline name on the bonnets only.

Photo 4664, by **Derek Everson**, added to LTSV on 22/05/2014.

The Rainham Garage of Go-Ahead London's Blue Triangle is rather remote from most of the bus routes it operates, and hence has an allocation of crew ferry vehicles. Various makes are featured, the common feature being a lack of lettering. LX62CNA is one of two Renault Kangoo crew vans new in autumn 2012 and photographed in the overflow car park on 16th April 2014. Behind is an unidentified silver Mercedes-Benz Vito crew van, while 'special purpose' former bus LDP35 was also parked nearby.

Photo 4665, by **Derek Everson**, added to LTSV on 22/05/2014.

Five new Ford Transit Custom minibuses were reported working from Stagecoach London's Rainham Garage from autumn 2013, with fleetnumber 90900 apparently missed. As Derek's photo taken at Romford Station on 30th April 2014 shows, the number was actually used, with the full allocation now seeming to be 6 such vehicles (90898-90903). Similar 90897 has been seen working from West Ham (see photo 4626). Although the van version of the Transit Custom is now a common sight on UK roads, none have yet been reported in use as service vehicles.

Photo 4666, by **Ray Monk**, added to LTSV on 22/05/2014.

Ford Transit van FY63TAV is one of three added to the Metrobus fleet in late 2013 and has already been illustrated on LTSV (see photo 4604). However, this photograph taken at Orpington Bus Station on 7th May 2014 shows that the livery has been amended since last time. A reflective yellow stripe has been added, with a Buses roundel on the cargo door and the Metrobus logo moved to the rear panel. Not visible here is that red/yellow chevrons have been applied to the rear.

Photo 4667, by **Ray Monk**, added to LTSV on 22/05/2014.

Go-Ahead London tends not to apply markings to its service vehicles (apart from engineering vans), so I can't be certain whether this car actually belongs to them. LX14WNT is a 3-door Vauxhall Corsa, photographed at Bexleyheath Garage on 11th May 2014. It has also been seen at the bus stand in the town centre. Note that the registration number is quite close to that of Tramlink Renault Kangoo Maxi van 7810R.

Photo 4668, by **Derek Everson**, added to LTSV on 22/05/2014.

Sovereign Recovery has been adding several vans to its fleet recently. Having started out with mainly Ford Transits, and later trying Volkswagen Transporters, the latest additions have been mainly Mercedes-Benz. However, a pair of Iveco Daily vans were acquired in spring 2014. One of these (HK6300Y) was photographed at Stratford Bus Station on 30th April 2014, parked in front of earlier Mercedes LL11XLT. The liveries on the two vans are similar but with numerous detail differences.



Photo 4669, by **Ray Monk**, added to LTSV on 25/06/2014.

Ashwoods hybrid Ford Transit crew van 6987F is used by TfL Taxi and Private Hire Licensing Enforcement and is now kept at Chancel Street in Southwark (where it was photographed on 21st June 2014). Also visible is the front of Toyota Prius Plug-in electric car LL13YYV. This clearly has a Streets roundel on the bonnet but it is not yet known whether it wears the full orange-striped livery.

Comment by *Kim Rennie* on 29/06/2014: Surely that's a purple "Taxi - Private Hire" roundel, not Streets?

Comment by *Ray* on 29/06/2014: No, it's blue and grey and states 'Streets' across the bar!

Comment by *Thomas Young* on 29/06/2014: To clarify, the roundel on the van is purple with 'TAXI - PRIVATE HIRE' lettering, the roundel on the car on the left is grey with 'STREETS' lettering. I saw the car (LL13YYV) during the week and it does carry the normal TfL Streets white/orange livery. The other Toyota Prius visible in this photograph (parked beside the van) appears to be in anonymous white livery.



Photo 4670, by **Damon Cross**, added to LTSV on 25/06/2014.

2014 has been declared as Year of the Bus, and a number of events are taking place across London. Perhaps the most unique was on Sunday 22nd June when Regent Street was closed to traffic to allow the display of almost 50 buses. The vehicles ranged from 19th century horse buses to the latest deliveries, and in the morning they assembled on Millbank. Seen waiting to escort a batch (including country area STL2692) was Incident Response Unit 7014M. This batch of IRUs is now a little over 3 years old and is probably due for replacement.



Photo 4671, by **Ray Monk**, added to LTSV on 25/06/2014.

Delivered in mid-2013, the batch of Ford Focus estate cars numbered 7691F to 7696F have been noted variously at Stratford Market Depot and Arnos Grove, making it had to attribute allocations. On 16th June 2014 Ray caught 7695F turning onto Cam Road in Stratford.



Photo 4672, by **Colin Smith**, added to LTSV on 25/06/2014.

It's nice when something really unexpected turns up, and this was a good example. Seen in the lorry yard at Acton Works on 22nd June 2014, this vehicle is Mercedes-Benz Axor lorry WX08KUY. Delivered in June 2008 as a dropside lorry (see photo 2766), it had recently been refitted with an unusual box body. The windows and access doors suggest it is a mobile office, perhaps to replace demountable body DB8. As well as the new LUL 'Every Journey Matters' lettering, it also sports a huge Transplant fleetname. This is the first heavy lorry to be given the red-stripe livery. Beyond is trailer T66, while behind that is what appears to be a cable-drum carrying trailer, rather like SEBT42 and SEBT43.

Photo 4673, by **Ray Monk**, added to LTSV on 25/06/2014.

Following on from 3 liveried Mitsubishi L200 pick-up trucks, a further 5 were delivered in spring 2013. All wore unmarked silver livery, and their role and allocations are not clear. On 15th April 2014, AE13SRU was seen leaving Acton Works.

Photo 4674, by **Thomas Young**, added to LTSV on 25/06/2014.

Optare Excel exhibition bus R197DDX has been a common sight at Year of the Bus events this year. On 21st June 2014 it was photographed during the open day at Stockwell Garage, parked alongside newly restored B2737. The offside of the Excel features graphics of early buses including B, NS, LT and RT types. More modern buses appear on the nearside (see photo 4654).

Photo 4675, by **Ray Monk**, added to LTSV on 25/06/2014.

The large fleet of former London taxis used as crew ferry vehicles from Arriva's Dartford garage have almost all been replaced in recent months, firstly by Ford Tourneo minibuses transferred from TGM, and later by Vauxhall Combo vans. The latter have been numbered as VF44 to VF47, to follow on from the CF-prefixed series which reached CF43. VF47 carries an unusual blue livery and was photographed at Dartford Garage on 13th June 2014.

Photo 4676, by **Ray Monk**, added to LTSV on 25/06/2014.

Most Vauxhall Combo vans used by Arriva have been in a white livery. Recently added to the Dartford allocation, VF46 was photographed at Eltham Bus Station on 9th June 2014.

Photo 4677, by **Colin Lloyd**, added to LTSV on 25/06/2014.

I was going to add this photograph as a 'non-London' vehicle, but then I realised it was a former London vehicle. Mercedes-Benz Vito minibus RE56OUM was new as Metrobus fleetnumber 8020 in 2006. After over 5 years' service from Croydon garage it was transferred to Anglian Bus (by then also in Go-Ahead ownership). On 24th May 2014 it was photographed in Norwich.

Photo 4678, by **Ray Monk**, added to LTSV on 25/06/2014.

The fleet of service vehicles used by Abellio is slowly gaining new fleetnumbers in the 67xx range, sometimes as the only form of lettering. Rare Ford Tourneo Connect EJ57WVE was acquired in about 2012 and was photographed leaving Twickenham Garage on 2nd June 2014. Note the unusually empty yard behind.

Photo 4679, by **Ray Monk**, added to LTSV on 25/06/2014.

An unusual colour scheme (but not unique; see photo 4333) is worn by Abellio Ford Fiesta car EK10XLJ. Carrying fleetnumber 6769 it was a recent addition to the Twickenham allocation when photographed near the garage on 2nd June 2014. The warning lights visible in the background are for the fire and ambulance stations which are positioned just around the bend in the road.

Photo 4680, by **Thomas Young**, added to LTSV on 25/06/2014.

Alperton bus garage had an open day on 7th June 2014. This was one of the locations transferred from First to Metroline in 2013. The resident van, Volkswagen Transporter VK60FAJ, retains the yellow stripe it wore with First but now has Metroline fleetnames. Visible in the background is LT Museum Fiat Ducato van LB62EJA.



Photo 4681, by **Ray Monk**, added to LTSV on 25/06/2014.

During the open day at Stockwell bus garage on 21st June 2014, Ford Transit van EA63VUE was parked up in the Binfield Road entrance. As with most recent deliveries, it is a short-wheelbase, mid-height example, with a generic Go-Ahead London Engineering Support fleetname and SW allocation code. Note that trespassers are "...liable to prosecution under the Executive's Bye-Laws".



Photo 4682, by **Thomas Young**, added to LTSV on 25/06/2014.

Here is yet another example of a vehicle which may or may not be a service vehicle. Anonymous white Ford Transit van EO63XPN was photographed in the Lansdowne Way entrance to Stockwell Bus Garage during the open day on 21st June 2014. The registration is similar to those on other Go-Ahead London Ford Transits, as is the short-wheelbase, mid-height configuration. The deciding factor for me was being told that this van has been seen parked here on several occasions.

Comment by *Thomas Young* on 21/07/2014: Thanks to Derek we now know that this is a Go-Ahead vehicle, but it is actually on loan from Brighton & Hove, perhaps just for the summer 'events' season. It was seen at the Wimbledon Tennis championships (when it had a white-backed Go-Ahead label on the front), and then at the Farnborough air show.



Photo 4683, by **Ray Monk**, added to LTSV on 25/06/2014.

The Arriva PSM fleetname has been seen on a handful of vehicles, although I have not been able to find out what it refers to. A recent addition is Vauxhall Vivaro van HV63MDK, found parked on Christchurch Way in Greenwich on 15th June 2014.



Photo 4684, by **Ray Monk**, added to LTSV on 25/06/2014.

The Hayes garage of First London transferred to Metroline during 2013. Having latterly used unmarked Vauxhall Zafira and Ford Galaxy cars, additions since then have been Renaults. LS63VCN in unmarked red was photographed on Swallowfield Way on 6th June 2014. This is the only example of the Renault Clio model so far reported.

Photo 4685, by **Ray Monk**, added to LTSV on 25/06/2014.

Metroline has standardised on the Renault Grand Scenic car for crew ferry work, and the former First London garage in Hayes has at least two examples. They are unlettered, and carry a maroon-ish livery also worn by the latest deliveries to Holloway. LX63KTA was leaving the garage when photographed on Swallowfield Way on 6th June 2014.

Photo 4686, by **Thomas Young**, added to LTSV on 25/06/2014.

Stockwell Bus Garage is one of the most impressive in London, due to its huge concrete roof spans. The roof has recently been cleaned, although the many service vehicles that used to be seen here are long gone (as are the Scottish Citylink coaches). During the open day held on 21st June 2014, this interesting line-up of buses was photographed near the Lansdowne Way entrance. Near the centre is one of the WVL class buses now converted to open-top, while alongside is former bus LDP35. This Dennis Dart is used for various purposes and was recently based at Rainham. It had perhaps been moved here in connection with its use as a control and crew rest vehicle for various summer special services (Chelsea Flower Show, Epsom Derby, Wimbledon Tennis etc).

Photo 4687, by **Damon Cross**, added to LTSV on 25/06/2014.

During the Regent Street Year of the Bus Cavalcade on 22nd June 2014, this pair of C&S Motor Group vehicles was photographed on Northumberland Avenue. To the fore is Ford Transit van GV57UOG, while the DAF recovery truck behind is EU06HPA.

Photo 4688, by **Malcolm Glover**, added to LTSV on 25/06/2014.

Although most of the buses that took part in the Year of the Bus Cavalcade on 22nd June 2014 managed to get to Regent Street under their own power, this one was clearly unable to do so. Q1 Trolleybus number 1768 had its front wheels removed and was towed by Sovereign Recovery GJ58NUF (seen when leaving after the event). The same firm's Mercedes van LT12TXW was following behind



Photo 4689, by **Derek Everson**, added to LTSV on 25/06/2014.

Another Cavalcade participant that required towing was AEC Renown LT165. This was given a suspended rear tow by a Scania recovery vehicle belonging to J&A Recovery. Curiously, there is no registration plate visible on the front of the Scania, although looking at other photographs suggests that this is in fact CS02REC (see photo 3631). I also discovered that this vehicle has previously been illustrated working for C Spearing (see photo 2546). Note the slightly saggy appearance of the preserved bus, and the way the rear axles seem to rest horizontally. This photograph was taken at Hyde Park Corner in the morning. By coincidence, another bus numbered LT165 probably passed here soon afterwards, this being one of the Wright 'New Bus for London' vehicles allocated to London United's route 10.

Comment by *Andrew Colebourne* on 28/06/2014: The towing vehicle was CS02REC; having photographed it towing LT165 away in the evening without noting its registration I was also surprised to see it didn't have a registration number displayed on the front. However the rear views I took confirmed it. Also notable was that LT165 was towed from the front in the evening.

Comment by *Thomas Young* on 29/06/2014: I have learned the reason for this vehicle not having a front number plate. There is a slightly over-zealous penalty camera where this vehicle is normally parked. Presumably it was an oversight that the plate was not refitted when it ventured out on this date.



Photo 4690, by **Derek Everson**, added to LTSV on 01/07/2014.

Bus Engineering Limited was formed in the late 1980s as a precursor to the privatisation of LT's central engineering functions. Sold to Frontsource in 1988 they relocated from Chiswick Works to premises in Willesden in 1989. Distribution Services lorries were frequent visitors there, as seen in this photograph taken on 23rd August 1990. 2303D was a Dodge Commando dropside lorry new in 1981. Also visible are one of the box lorries, an MCW Metrobus, and an ILEA school bus.



Photo 4691, by **Derek Everson**, added to LTSV on 01/07/2014.

Two Mercedes-Benz SK-series dustcarts were delivered in September 1990 and served for most of that decade. Showing its rear aspect as it enters Uxbridge Bus Garage on 1st April 1992 was 2482M.



Photo 4692, by **Colin Lloyd**, added to LTSV on 01/07/2014.

Various companies have supplied vehicles on lease over the years. After relying on Avis, Hertz and Wincanton for the first half of the 1980s, Autolease was added in about 1986. Their name is displayed on the rear of Ford Escort van 3820F, one of a pair delivered in February 1990 for use by the Plant Manager as replacements for similar 3340F and 3341F. The van was photographed at Acton Works on 26th July 1990, still looking new and complete with wheeltrims.



Photo 4693, by **Richard Eversden**, added to LTSV on 01/07/2014.

Sitting in the gloom of Turnpike Lane Bus Station on 7th January 1990 was Ford Escort van 3826F with a slightly wonky LRT Catering label. The tyre pressure indicator is shown in 'LB/IN2' rather than the more normal 'PSI'.



Photo 4694, by **Colin Lloyd**, added to LTSV on 01/07/2014.

I have never been completely clear on the distinction between the service locations at White City and Wood Lane. The former was a Central Line depot and also housed a training school and cleaning services. The latter was an Electrical Engineers Workshop and was possibly the location nearer to Shepherds Bush (roughly where the control room is currently located). This photograph is clearly taken at White City depot, with trains of 1962 stock visible in the background. The sidings here were moved a few years ago and then had the Westfield Shopping Centre built on top of them. Present on 24th November 1990 was Ford Escort van 3827F, officially allocated to Lillie Bridge.



Photo 4695, by **Colin Lloyd**, added to LTSV on 01/07/2014.

Photographed at Acton Works on 2nd January 1990, Ford Escort van 3831F had been new the previous October. It carried the then-standard Distribution Services label on the doors, but had additional signs for LUL Cleaning Services Manager on the bodysides.



Photo 4696, by **Colin Lloyd**, added to LTSV on 01/07/2014.

From 1987 onwards, a small number of service vehicles were operated in a plain blue livery. Ford Escort van 3868F was one of a handful to wear the darker of the two shades of blue featured. Officially allocated to Griffith House, it was photographed in the neighbouring yard of Edgware Road Station on 27th February 1991. The unmarked Ford Escort estate alongside is also in dark blue, while two Ford Transit vans in the lighter shade are partially visible.

Photo 4697, by **Colin Lloyd**, added to LTSV on 01/07/2014.

Unusual lettering was carried by at least 2 Ford Fiesta vans in the early 1990s. On a base red colour, these were signed for 'TVT, Testing of Vehicles and Training'. 3870F was photographed at Acton Works on 2nd April 1993, just before it was returned off-lease. The other example, 4190F was also photographed nearby on the same date (see photo 905), and may have been a direct replacement.

Photo 4698, by **Colin Lloyd**, added to LTSV on 01/07/2014.

Although the new LUL livery of white with a blue skirt quickly became standard from spring 1990, certain vehicles continued to be delivered in red. Among these were a unique pair of Vauxhall Midi minibuses new in the autumn. Licensed as Bedfords, they were unmarked apart from white fleetnumbers. Both had bull-bars to protect the headlamps, 3883B having red headlamp surrounds compared to black on 3882B (see photo 876). Other differences were in the position of the foglamps and fleetnumbers and the wheeltrims. 3883B was photographed at Acton Works on 2nd April 1993 with Transit dropside 3979F and a British Transport Police crew van visible in the background.

Photo 4699, by **Ivor Norman**, added to LTSV on 01/07/2014.

Selkent operated a number of Ford P100 pick-up trucks as engineering support vehicles in the late 1980s and early 1990s. Three delivered in mid-1990 carried the red with grey skirt livery then being adopted as standard for the bus fleet. They also featured the Selkent hops logo and the name of their home garage in large lettering on the bodyside. Bromley garage got number 3892F, which was seen at home on 25th September 1990. Just visible in the background are a Metrorider minibus and DA1, the prototype Optare Delta bus based here for private hire work.

Photo 4700, by **Colin Lloyd**, added to LTSV on 01/07/2014.

Ford Escort van 3905F was just a couple of weeks old when photographed at Acton Works on 30th September 1990. The white wheeltrims were perhaps not too practical and were later removed, while Distribution Services lettering was added to the doors. Note that the tyre pressures are shown in both BAR and PSI.

Photo 4701, by **Ivor Norman**, added to LTSV on 01/07/2014.

The red/blue chevrons on the bonnet of this Ford Transit crew van suggest that it was an emergency vehicle for London Underground. Such vehicles tended to be seen (and photographed) quite often but not this one, no doubt due to it only surviving for a few months. New in August 1990, it was last licensed the following March, most likely having suffered accident damage. On 12th December 1990 it was seen on the front road at Baker Street Station, parked close to one of the Dodge Commando lorries. Unusual features to note are the lack of lettering and the half-length roof-rack fitted. The red fuel filler caps may have been used to indicate diesel vehicles. Some petrol vehicles had yellow caps. Tyre pressures are again shown in both bars and PSI.

Comment by *Rob Morel* on 02/07/2014: Easy to miss as it blends in with background, is the roof light bar a transfer off Emergency Rail Unit 3393F I wonder?

Photo 4702, by **Kim Rennie**, added to LTSV on 01/07/2014.

3973F was a Mk3 Ford Transit van initially operated in unmarked red livery (without even the usual tell-tale tyre pressure markings). During 1991 it was given fleetnumbers and LT Distribution Services lettering in black with a white roundel.

Photo 4703, by **Colin Lloyd**, added to LTSV on 01/07/2014.

On a damp 27th February 1991, petrol Ford Escort van 3991F was photographed at Acton Works. This van carried no markings apart from an unusual 'Fire' sticker above the windscreen. LOTS showed it as being allocated to City Cloisters during 1990 but nothing further is known. On the right is British Transport Police Ford Transit E875HLM. Similar E873HLM later became a normal service vehicle allocated fleetnumber 2501F (see photo 366).

Comment by *Ray* on 04/07/2014: The badge on the windscreen could be fire brigade related. Shoreditch fire station is at 235 Old Street, London EC1V 9EY and is also L.F.B. Shoreditch training centre. Any connection?

Photo 4704, by **Ivor Norman**, added to LTSV on 01/07/2014.

Showing the yellow fuel filler cap that may have been used to indicate petrol vehicles, unmarked Ford Escort van 3994F was photographed at Aldgate Bus Station on 28th May 1992. Nearly 2 years old by then, it had initially been allocated to Acton Works. It may have been assigned to Aldgate pending the delivery of newer Ford Escort vans that September.

Photo 4705, by **Colin Lloyd**, added to LTSV on 01/07/2014.

In a totally anonymous white livery, this Ford Transit Mk3 minibus was allocated fleetnumber 3995F. New in 1990 it lasted very nearly 4 years and was photographed at White City Depot on 24th November 1990.

Photo 4706, by **Derek Everson**, added to LTSV on 01/07/2014.

The cleaning services vehicles latterly based at Junction Road in Holloway appear to have moved to the nearby Holloway garage in about 1992. They were kept in the low level yard between the garage and the railway line, the wall of the garage being visible in the background in this photo taken on 28th June 1992. Among various vehicles present were white/blue Ford Transit van 4016F with similar 4015F behind. Just visible on the left are Vauxhall Midi van 4105B and Ford Escort van 3838F.

Photo 4707, by **Ivor Norman**, added to LTSV on 01/07/2014.

Ford Transit minibus 4093F was new in June 1991 and was another vehicle to have had a truncated life. It was withdrawn in June 1992, again most likely following accident damage. Unmarked apart from fleetnumbers (and dual tyre pressure markings) it was listed by LOTS as being allocated to Buckhurst Hill Station on the Central Line, the only vehicle so allocated. It was photographed there on 18th March 1992.

Photo 4708, by **Derek Everson**, added to LTSV on 01/07/2014.

The Bedford/Vauxhall Midi was never a common service vehicle, just 13 examples having been operated between 1986 and 1999. Several were used by the cleaning services department, including a pair delivered in September 1991. Both were originally based at Junction Road, then moved the short distance to Holloway Garage (where 4104B was photographed on 28th June 1992).

Photo 4709, by **James Mair**, added to LTSV on 01/07/2014.

This photograph taken in either late-1992 or early-1993 shows various service vehicles parked at what may be either White City Depot or Wood Lane! The four Ford Transit vans (left to right) unidentified, red 3854F, 4128F and low-roof 3887F, while Ford Escort van 3827F is amongst the cars on the right. The buses are London United DR-class Dennis Darts, these being allocated to a new base opened here (named Wood Lane) in July 1992. Above the buses are the pitched roofs of White City Central Line depot. This area has now been transformed by the arrival of the Westfield Shopping Centre and the new White City bus station.

Photo 4710, by **Ray Monk**, added to LTSV on 01/08/2014.

Just three vehicles in the 5xxx number range remain in stock at present, although it is notable that none of them actually carry their allocated fleetnumbers. Also, they have all been modified to some extent and have most likely been purchased. The LT Museum's 5494F is the best known of the trio (see photo 3370), the other pair being Ford Transit trucks fitted with generators and based at Lillie Bridge. Although they can be glimpsed (just) from the West Cromwell Road bridge, they are rarely seen (and thus photographed) out on the road, particularly in daylight. On the night of 16th July 2014 Ray came across 5909F parked on Drummond Street at Euston. New in 2006 as a mobile exhibition unit for the London Safety Camera Partnership (see photo 1828), it was rebuilt in early 2010 with the generator removed from Mercedes-Benz Sprinter 2562M (which it replaced). Along with similarly-equipped 5474F and 2584M (and three Cobul box trailers), the vehicles are assigned to 'ventilation' duties.

Comment by Ray on 01/08/2014: Thanks, again, to Steve for the driving and stopping as required.

Photo 4711, by **Derek Everson**, added to LTSV on 01/08/2014.

Vauxhall Combo van 6377V was new in 2007 but was never caught on film before it left the fleet in mid-2012. Its next owner retained the basic white/blue livery and it was seen a couple of times around South London. It then turned up at British Car Auctions (perhaps for the second time), where it was photographed on 29th May 2014.

Photo 4712, by **Ray Monk**, added to LTSV on 01/08/2014.

Taking photos through the fences of the front car park at Acton Works is very tricky, and Ray did well to capture this view on 28th June 2014. To the fore is Vauxhall Combo van 7032V, latterly one of the nocturnal Griffith House vehicles but probably now awaiting disposal. Of more interest are the vehicles in the background. On the left are two Toyota Yaris hybrid cars in white/blue livery with TfL lettering and small light-bars. This livery had previously only been seen on uniform issue vans and the role of these new cars was not yet known. Also visible are several unmarked Yaris cars (including silver LL14VKW). The notices attached to the back fence state that those parking spaces are reserved for DSM pool vehicles only.

Photo 4713, by **Ray Monk**, added to LTSV on 01/08/2014.

The quantity of Smart Fortwo cars in the numbered fleet seems to have peaked at 16, with just 2 examples added in the past year. The initial batch of 7 are now just over three years old and it will be interesting to see if they are replaced by more of the same. One of that first batch was 7071SM, photographed parked in Sidcup on 13th July 2014. Rare Ford Fiesta car 6714F used to be 'based' here (see photo 2979).

Photo 4714, by **Derek Everson**, added to LTSV on 01/08/2014.

Incident Response Unit vans allocated to Edgware Bus Station now have their own separate parking area slightly to the south. Seen there on 4th June 2014 was 7286M.

Photo 4715, by **Derek Everson**, added to LTSV on 01/08/2014.

7289M is by far the most elusive of the current fleet of LBSL Incident Response Units. New in May 2012, it was initially sent to Eltham Bus Station but then virtually disappeared. Just three reports of it were received over the next two years, at a variety of locations. This suggests to me that it is used as a maintenance cover spare. On 12th July 2014 it was photographed at Finsbury Park Bus Station. Parked behind is Renault Kangoo van LV61UCM. Although registered in the same batch as some service vehicles (notably Renault Modus car 7263R LV61UCP), the van is believed to be operated by ISS Facility Services.

Photo 4716, by **Ray Monk**, added to LTSV on 01/08/2014.

The ten Renault Kangoo Maxi vans numbered 7437R to 7446R are hard to find. Nocturnally active and nominally allocated to Stratford Market Depot, they are rarely seen in the nightly run out from that location. On 16th July 2014 7438R was found parked near to Russell Square Station.

Photo 4717, by **Ray Monk**, added to LTSV on 01/08/2014.

Yet another batch of vehicles that are very rarely photographed are 7545VW to 7550VW, six Volkswagen Caddy Maxi crew vans new in October 2012 and allocated to Edgware Track Depot. They are usually only found parked near to Northern Line stations in the dead of night, as here with 7546VW at Camden Town on 16th July 2014.

Photo 4718, by **Ray Monk**, added to LTSV on 01/08/2014.

7733R is a Renault Kangoo Maxi van new in summer 2013 in LUL livery. With very few reported sightings, I can't say where this vehicle is allocated. On 12th July 2014 it was found parked on Scoresby Street in Southwark (near to the Palestra building).

Photo 4719, by **Derek Everson**, added to LTSV on 01/08/2014.

Nearest the camera in this photograph taken at Edgware Bus Station on 4th June 2014 is LUL-liveried Renault Kangoo Maxi van 7771R. However, I believe this vehicle may currently be in use with LBSL. Apart from an initial sighting at Griffith House, the next report was of it at Hammersmith, when the driver was repairing signs in the bus station. And in the view here, it was parked with LBSL Passenger Data minibus 7467F. LBSL Technical Services van LT14FXR was also here on the same day.

Photo 4720, by **Ray Monk**, added to LTSV on 01/08/2014.

Seen parked on Harcourt Street (near Griffith House) on the night of 16th July 2014 were Renault Kangoo van 7782R and Renault Kangoo Maxi van 7780R. The comparison of the two lengths of van can also be compared with photo 4118 of earlier design 7214R and 7215R at the same location.



Photo 4721, by **Mick Cecil**, added to LTSV on 01/08/2014.

This rare view of the inside of a service vehicle shows recently converted Mercedes-Benz Axor lorry WX08KUY. As can be seen, it is no longer a dropside lorry! Instead it now has a large box body which has been fitted out as a mobile crew facility. This view (looking toward the front) shows the meeting/dining area (with 16 seats) that occupies the middle of the vehicle. A projector and whiteboard also feature. Ahead of the nearside door is a full-width kitchen area. There are five large windows with integral blinds, two on the nearside (seen here) and three on the offside, along with smaller windows in the kitchen. Out of sight towards the rear are the back door (with built-in steps), a small desk, and an enclosed area that may include a toilet.



Photo 4722, by **Derek Everson**, added to LTSV on 01/08/2014.

This unmarked Fiat Ducato van has been used by the LT Museum since at least mid-2013, and it has been a common sight at Year of the Bus events through 2014. On 28th June 2014 it was photographed on Wellington Road in Fulwell, waiting to gain access to the nearby London United garage.



Photo 4723, by **Ray Monk**, added to LTSV on 01/08/2014.

The role of the new Toyota Yaris hybrid cars in TfL livery was soon discovered when LL14VOH was found parked at Eltham Bus Station on 11th July 2014. It had evidently replaced Toyota Prius KV60KTF for use by the Public Carriage Office. The earlier cars wore unmarked white (although initially had 'Taxi - Private Hire' roundels), while the replacements have TfL lettering and light-bars. Note the relatively rare use of a plain, single-colour roundel. Similar LL14VOK was later reported at Wembley Park Station, replacing Prius KN60XUV.



Photo 4724, by **Ray Monk**, added to LTSV on 01/08/2014.

Yet more vehicles have been added to the Dartford allocation of Arriva Southern Counties, to replace the large fleet of former London taxis. Among the latest is Vauxhall Corsa van BJ05DJW, given fleet number VF52 and photographed on Temple Hill on 27th June 2014.

Comment by *Adam Floyd* on 14/08/2014: This came from Arriva the Shires at Hemel Hempstead where it was numbered V052



Photo 4725, by **Ray Monk**, added to LTSV on 01/08/2014.

I was slightly puzzled by the fleetnumber applied to this Vauxhall Astra estate car photographed at Eltham Bus Station on 10th July 2014. The CF-prefixed series was started in about 2006 and was used sequentially from CF1 upwards. With the addition of many former London taxis, the series had reached CF42 by 2013. Cars and vans to replace the taxis started arriving in 2014 and took the series up to VF52 (the VF-prefix being used to distinguish ferry vans from ferry cars), while several minibuses took numbers in the VF109 to VF139 range, being based on their previous operators fleetnumbers. Meanwhile, Arriva the Shires started copying Arriva Southern Counties in taking former London taxis and giving them CF numbers, using the range CF73 to CF100. So, why does this newly acquired Vauxhall Astra carry CF12, a number used previously on taxi L177RML (see photo 3029)?



Photo 4726, by **Derek Everson**, added to LTSV on 01/08/2014.

The Abellio support vehicle fleet includes a number of high-roof Ford Transit crew vans. YS55NHH was first reported at Battersea garage in 2013 but was photographed at Fulwell on 28th June 2014. It is probably allocated a fleetnumber in the 67xx series.



Photo 4727, by **Ray Monk**, added to LTSV on 01/08/2014.

One of six Ford Tourneo minibuses transferred from the TGM (Tellings Golden-Miller) Heathrow fleet to Arriva Southern Counties in early 2014, LS06YCR is allocated fleetnumber VF129 but wore only Arriva branding in the windows (plus the traces of some former livery) when seen near Dartford Garage on 27th June 2014.

Photo 4728, by **Derek Everson**, added to LTSV on 01/08/2014.

The eastern end of the erstwhile Fulwell Trolleybus depot is now operated by Abellio and, rather confusingly, is named Twickenham Depot. London Transport had its own Twickenham Garage until 1970, while since 2005 the name has also applied to a garage used by NCP/NSL and later London United. Anyway, parked at what I refer to as 'Fulwell (Twickenham)' on 28th June 2014 were three Ford Fiesta service vehicles. Brown car AO60PTY on the left was a recent addition and carried fleetnumber 6771. The two white vans on the right were both acquired in late 2009 and initially worked from Hayes Garage. Allocated fleetnumbers 6104 and 6105, these were not carried.

Photo 4729, by **Derek Everson**, added to LTSV on 01/08/2014.

Volkswagen Crafter van VO59XRR is based at Westbourne Park Garage and would be expected to be a fairly common sight in central London. However, relatively few reports or photographs of the van have been received. Perhaps their buses are more reliable than average! Westbourne Park passed from First London to Tower Transit in 2013 and the new name has now been applied to the formerly anonymous red van. On 12th July 2014 it was photographed passing through Oxford Circus.

Photo 4730, by **Derek Everson**, added to LTSV on 01/08/2014.

Another former First London vehicle which has been rarely reported, no doubt due to its anonymous livery, is Volkswagen Caddy van VN10YJO. Seen at Uxbridge Garage in 2012, it was next seen at Greenford Broadway on 4th June 2014. It may have transferred to the nearby Greenford Garage, both that and Uxbridge having passed to Metroline control in 2013.

Photo 4731, by **Derek Everson**, added to LTSV on 01/08/2014.

Now a comparison of Ford Transit vans at Hounslow Bus Station on 21st May 2014. London United took a batch of 9 high-roof, long-wheelbase vans in 2012, most of which were allocated to garages as engineering support vehicles. FT6 however was assigned to head office and, as this view shows, lacks the lettering and light-bars carried by the others.

Photo 4732, by **Derek Everson**, added to LTSV on 01/08/2014.

More typical of the London United Ford Transit vans is FT8, also seen at Hounslow Bus Station on 21st May 2014. As with most of the batch, it has a light-bar and a full set of lettering. However, it has also recently gained some smart new wheeltrims.

Photo 4733, by **Colin Lloyd**, added to LTSV on 01/08/2014.

The batch of Mercedes-Benz Vito minibuses used by Metrobus as crew ferry vehicles are a fairly common sight at Lewisham. On 20th June 2014 fleetnumber 8058 was caught on the roundabout near the station. In the background is the hoarding which now surrounds the former bus standing area. The site is being cleared ahead of redevelopment, with the buses now standing on the other side of the railway line.

Photo 4734, by **Derek Everson**, added to LTSV on 01/08/2014.

With their open tailgates showing the only evidence of their nature, these two cars photographed at Edgware Bus Station on 4th June 2014 are used by Arriva the Shires from their Garston Garage. Red hatchback FL13AOT on the left was one of six delivered new in April 2013 to replace an equal number of Citroen Berlingo vans. Black estate FD10DKK on the right was acquired at about the same time.

Photo 4735, by **Ray Monk**, added to LTSV on 01/08/2014.

As mentioned recently (see photo 4685), the latest additions of Renault Grand Scenic cars to the Metroline fleet carry a maroon livery instead of the dark red of earlier examples. Identification is just by the roundel labels applied, while those at Holloway Garage also have numbers in the windcreens. LV63XWB was showing number 943 when photographed outside the garage on 12th June 2014. This number was previously on LM60SVL (see photo 4599).



Photo 4736, by **Derek Everson**, added to LTSV on 01/08/2014.

A new name to appear on LTSV is that of Mansfield Recovery, whose DAF 95XF X151EKR was photographed at Hatton Cross Bus Station on 4th June 2014 with a London United Enviro 200 on tow. Note the somewhat unusual spacing of the front 2 axles.

Comment by *richard* on 16/08/2014: veh is ex SRE Recovery, they were taken over by The Mansfield Group, Ontime recovery has also been merged into the Mansfield stable.



Photo 4737, by **Derek Everson**, added to LTSV on 01/08/2014.

Volvo recovery truck KX03AHF is used by J&A Recovery and has already featured on LTSV (see photo 4341). On 28th June 2014 it was photographed parked on Wellington Road, close to Fulwell Garage, with a London United Optare Versa bus on (backwards) tow. Note that most of the side lockers are open.



Photo 4738, by **Graham Brown**, added to LTSV on 01/08/2014.

Here's that Mansfield name again, this time on a much newer Volvo FH recovery truck photographed near Oxford Circus on 30th June 2014. It was towing Abellio 2437, an ADL Enviro 400 hybrid bus, and was passing similar 2434. Oh and yes, that is a womble in the windscreen of the lorry!



Photo 4739, by **Ray Monk**, added to LTSV on 01/08/2014.

Service vehicles used in support of the Docklands Light Railway (DLR) have appeared on LTSV before (see photo 663), but not for many years. From the systems opening in 1987, such vehicles were provided by Distribution Services as part of the main leased fleet. From 1992 the management of the line was passed from London Regional Transport to the London Docklands Development Corporation, while in 1997 a concession for the operation was awarded to Serco Docklands Limited. Although the infrastructure is now owned by a subsidiary of TfL, the concession is still in place, and is due to pass to Keolis/Amey in December 2014. Very little is known of support vehicles used between 1992 and 2014 but then a member reported a few sightings and these were subsequently added to the database. All were Ford Transits, mostly white, and some featuring three digit fleetnumbers. A recent addition has been high-roof van 003 (BU14VBF), which carries yellow/green chevrons and Emergency Response Team lettering. It was photographed at Greenwich Station on 8th July 2014. Also visible is a Ford Transit Connect van of CGL (City Greenwich Lewisham Rail), the company responsible for infrastructure maintenance on the Lewisham extension.

Photo 4740, by **Malcolm Conway**, added to LTSV on 01/09/2014.

Ford Transit Connect van 6782F was new in 2009 and lasted for just over three years. Nominally allocated to Griffith House, it was one of many vehicles that only visited there late at night, and it managed to avoid being photographed. Malcolm found it in a still recognisable livery, going round Marble Arch on 7th August 2014. Transit Connect vans featured a variety of skirt depths, this being the thinnest, with the blue only covering the lowest of the three bodyside scallops.

Photo 4741, by **Graham Smith**, added to LTSV on 01/09/2014.

Several of the Ford Transit Staff Welfare Facility vans added since 2007 have lasted longer than the 3 or 4 years normal for leased vehicles. 6804F (which does not carry its fleetnumber) was into its fifth year when photographed parked near Archway station in the early hours of 15th August 2014. Initially based at Acton Works, this example may have moved to Edgware Track Depot in 2013.

Photo 4742, by **Ray Monk**, added to LTSV on 01/09/2014.

Having chalked up over 4 years' service with LBSL Passenger Data, Ford Transit minibuses 6852F and 6853F were returned to Acton Works in August 2014 following their replacement by new Vauxhall Movano minibuses (see photo 4747). However, rather than going off-lease they were transferred to LUL. 6852F was photographed at Stepney Green Station during engineering works there on 16th August 2014. The LBSL lettering and orange square striping has been removed, with Underground roundels and TfL lettering applied in their place. This is not the first time that former LBSL minibuses have worked for LUL. 2 of the 4 Volkswagen LT35s leased in 2004 did the same, including at least one that gained new logos (see photo 2311).

Photo 4743, by **Ian Rivett**, added to LTSV on 01/09/2014.

The fifteen Renault Modus cars operated by LUL are rarely seen or photographed. 7157R was among the first of them, arriving in November 2011. On 29th July 2014 it was seen passing through Uxbridge during engineering works nearby. It appears to be carrying a bicycle in the back.

Photo 4744, by **Ray Monk**, added to LTSV on 01/09/2014.

Volkswagen Caddy Maxi crew vans are not exactly rare in the central fleet, but the 27 or so examples tend to be at locations whose vehicles are hard to see. 7257VW is one of six new in January 2012 and reportedly based at Westferry Circus. On 10th August it was found parked in Foots Cray.

Photo 4745, by **Ray Monk**, added to LTSV on 01/09/2014.

Ford Transit van 7651F was photographed at the back of the Palestra building in Southwark on 13th August 2014. This is an internal mail van outbased at London General's Merton Garage (which accounts for earlier reports such as that of 5849F; see photo 2845). The smaller Mk.7 Ford Transit vans (such as this one) are likely to be replaced by Ford Transit Custom vans when their time comes. Note the huge security barriers and mesh doors protecting the covered loading bay. There is also an underground car park accessed by a ramp behind the bollards in the right background.

Photo 4746, by **Ray Monk**, added to LTSV on 01/09/2014.

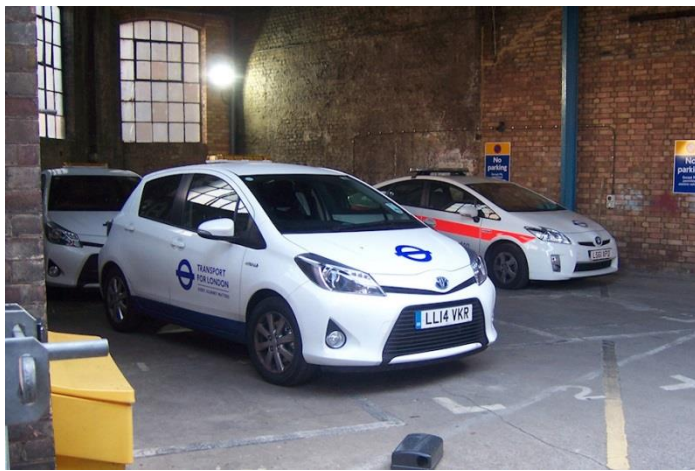
The fleet of vehicles supporting London Overground grew rapidly during late 2013 but appears to have peaked (for now) at 15. 7764R is a Renault Kangoo Maxi van that was not reported until Ray photographed it at Oldfield Grove (Surrey Quays) on 13th August 2014.

Photo 4747, by **Richard Jones**, added to LTSV on 01/09/2014.

A surprising development in summer 2014 was the delivery of two Vauxhall Movano minibuses for the Passenger Data section of London Buses. Vauxhalls have been notably absent from recent additions to the central fleet, while no Movanos have been received since 2007. In fact these are the first Movano minibuses ever reported as service vehicles, although there have been a few of the very similar Renault Master version. The reason for specifying these vehicles was that the Ford Transit Custom minibus was found to be a bit too small. 7828V was photographed at Chislehurst on 3rd August 2014. As already mentioned, replaced Ford Transit minibuses 6852F and 6853F were then transferred to LUL use.

Photo 4748, by **Derek Everson**, added to LTSV on 01/09/2014.

Loughton Station looks set to have the first all-electric allocation of service vehicles. Joining Peugeot Ion car 7608P (see photo 4651) in mid-2014 was this Peugeot Partner van KM14HGJ. As with Nissan e-NV200 van VX14AUY (see photo 4653), this carries additional green lettering and no fleetnumber. Photographed on 5th August 2014.

Photo 4749, by **Ray Monk**, added to LTSV on 01/09/2014.

Several Toyota Yaris hybrid cars were delivered over the summer of 2014, all carrying this rather odd livery of white with a blue skirt, TfL lettering and solid blue roundels. The first few were allocated to the Public Carriage Office, replacing plain white Toyota Prius hybrids. Later deliveries were for TfL Streets, as with this pair seen at Chancel Street garage on 16th August 2014. These also replaced Toyota Prius cars, though these carried the white/orange livery as seen on LS61XPD in the background. Could it be that the livery on the new Yaris cars was deliberately chosen to allow vehicles to be used by various operators?

Photo 4750, by **slr**, added to LTSV on 01/09/2014.

After a gap of over 2 years, some new full-sized lorries were delivered in August 2014. Two have so far been reported, both MAN TGM 18.250 dropside lorries similar to the pair delivered in 2012 (RV12OEY and RV12OEZ). Differences include LUL livery (with the silver safety stripe above the red stripe), a slightly re-designed front end, a short dropside door for crew access and (on RK14ETU at least) a much larger than normal tail-lift. The lifts and escalators section has always specified large tail-lifts and RK14ETU has been allocated to Griffith House (where it was photographed in the early hours of 22nd August) as a replacement for Iveco 25851 (see photo 4610). The other addition (RK14ETT) has been noted at Acton Works and could be a replacement for MAN 2579 (see photo 1314).

Photo 4751, by **Ray Monk**, added to LTSV on 01/09/2014.

During 2014 the management of the Metrobus operation has been gradually shifted to other Go-Ahead companies. The Crawley base is now overseen by Brighton and Hove, while the 'red' garages of Croydon and Orpington are now part of Go-Ahead London (using the London General operator's licence). There had already been a few transfers of service vehicles between Metrobus and other Go-Ahead companies but a further set of swaps took place in mid-2014. The five newest Mercedes-Benz Vito minibuses at Metrobus's Croydon garage (fleetnumbers 8065 to 8069) were sent to London General's Northumberland Park. Going the other way were five of the six red Vauxhall Combo crew vans, now allocated fleetnumbers 9033 to 9037. The Combos are still in anonymous red livery but at least have company names in the windscreens, as seen on HN13YNA (to be fleetnumber 9036) at Addington Village on 9th August 2014. Parked behind is Mercedes-Benz Vito minibus 8058 from Orpington garage.



Photo 4752, by **Ray Monk**, added to LTSV on 01/09/2014.

The first examples of the new Ford Transit Custom model to be used as service vehicles were seven minibuses acquired by Stagecoach London in autumn 2013 and used mainly from Rainham Garage. One unlettered example worked from West Ham Garage, but a couple of those lettered for Rainham have also turned up there. On 30th July 2014, Ray found YA13CEJ (Stagecoach fleetnumber 90903) coming down from the bridge over the Jubilee Line. As will be seen, some newer examples were also in evidence (see photo 4754).



Photo 4753, by **Derek Everson**, added to LTSV on 01/09/2014.

Peering into Wood Green garage on 5th August 2014, Derek found a pair of white Vauxhall Vivaro vans present. HV63MDK has already been shown on LTSV (see photo 4683), and carries Arriva PSM lettering on the sides. Although it could not be checked, similar HY63YSG is presumed to be the same. I'm still not sure what PSM stands for, but Derek mentioned that the drivers wore 'Arriva Building Maintenance' overalls.



Photo 4754, by **Ray Monk**, added to LTSV on 01/09/2014.

After just three year's use, the Ford Transit crew ferry minibuses at Stagecoach London's West Ham Garage (see photo 3666) started to be replaced by new deliveries in July 2014. There were six Transits, and four have already been noted passing through vehicle auctions. However, only two new deliveries have been reported so far, both in unmarked red livery. Predictably they are Ford Transit Custom minibuses, similar to those used at Rainham. It is barely noticeable but the new examples are short-wheelbase, while the 2013 deliveries were medium-wheelbase (note where the door runner ends). YL14JTO was passing some modern (and odd) architecture near West Ham Garage on 30th July 2014.



Photo 4755, by **Malcolm Conway**, added to LTSV on 01/09/2014.

Mansfield looks set to become a more common name on London bus recovery work, following their takeover of SRE Recovery and On-time. The purple boom on Volvo truck GN56HKZ shows that it came from the latter company. It was photographed at Marble Arch on 22nd August 2014 preparing to tow a London United Enviro 400 hybrid with a somewhat unusual side advert. The bus had apparently been deposited here earlier by a different tow truck. This would account for the sight of a night-route blinded bus on the road in the early afternoon. The following day I noted this truck rescuing a London United Scania bus in Tolworth.



Photo 4756, by **Malcolm Conway**, added to LTSV on 01/09/2014.

Although there appear to be fewer Sovereign Recovery tow trucks at work in London recently, their fleet of vans keeps growing. EJ63OZB is one of a pair of Mercedes-Benz Sprinter 313 vans new in early 2014. This one was not reported until Malcolm found it parked at Finsbury Square on 22nd August 2014. The Sprinter model had some frontal restyling in 2013/2014 with a reshaped and deeper grille.



Photo 4757, by **Colin Lloyd**, added to LTSV on 01/09/2014.

The TfL Cycle Hire operation (currently still under Barclays sponsorship) has been running for 4 years now and has provided some SV-like interest to the streets of inner London. Starting out with some unusual vehicles (such as Nissan NV200 vans, Alke electric mini-trucks and cars towing trailers), these were soon replaced by more conventional types, including at least 17 specially-bodied Ford Transit box trucks (see photo 3937). A further new type is shown here in the form of a Fiat Ducato box truck. This appears to have a lower floor, which would make loading the bicycles easier. LJ14FUU was photographed at Hyde Park Corner on 5th August 2014. Details of the reported vehicles could be added to the database if there is any interest out there....



Photo 4758, by **Various**, added to LTSV on 01/09/2014.

Thanks to the large number of people that contribute photographs of service vehicles, I have built up an extensive library of images over the past few years, and coverage of the recent fleet is running at quite a high percentage. This montage shows vehicles in the number range 7001 to 7100, of which 75 have been captured. Many (but not all) of the photos shown have already appeared on LTSV. Vehicles in this range are now all over 3 years old and disposals have started. As such, it is unlikely that the coverage will increase much more.



Photo 4759, by **Various**, added to LTSV on 01/09/2014.

Coverage of vehicles in the number range 7101 to 7200 is also quite high, with photos of 72 different vehicles held on file. Note that there are two vehicles numbered (officially and physically) 7198, one of which was probably meant to be 7193. Confusingly, the number 7193 did appear, on the van that is officially 7163! Although there is a great variety in the types of vehicle, this number range did feature a couple of large blocks of allocations. 7104 to 7130 (apart from 7117 and 7123) were all at Lillie Bridge, while 7166 to 7198 (less 7192 and 7193) were all for the Tube Lines lifts and escalators section.



Photo 4760, by **Thomas Young**, added to LTSV on 13/09/2014.

The LTSV gang did a night trip on 3rd/4th September 2014, during which around 150 different service vehicles were noted. Among the oldest was jumbo Ford Transit van 6806F found parked in front of Marylebone Station. As this is coming up for being 5 years old I wonder if it will go off lease before it gets cleaned! Alongside is Cleshar Ford Transit number 007.



Photo 4761, by **Thomas Young**, added to LTSV on 13/09/2014.

7025F is one of many Ford Transit low-roof crew vans nominally allocated to Griffith House. On the night of 3rd September 2014 it was found parked nearby, outside the Beehive pub on Homer Street.



Photo 4762, by **Thomas Young**, added to LTSV on 13/09/2014.

Ford Transit dropside truck 7057F was new in mid-2011 and was allocated to Edgware Track Depot. On most nights it runs out to various Northern Line stations. On the 3rd September 2014 it was parked near to Camden Town station. Note that no logos are carried.



Photo 4763, by **Derek Everson**, added to LTSV on 13/09/2014.

Vehicles in the 71xx number range are just now beginning to be withdrawn, one of the first being Vauxhall Astra van 7145V. Latterly a night-time visitor to Baker Street Station, it was photographed in daylight for the first time at the BCA (British Car Auctions) site in Blackbushe on 30th July 2014.

Photo 4764, by **Thomas Young**, added to LTSV on 13/09/2014.

Sutton Walk (near Waterloo Station) is a good place to find service vehicles parked at night. During the day this is a pedestrian walkway under the southeastern railway bridge. An interesting feature is the illuminated panels on which the underlying details (bricks and signs) are overprinted. This can be seen in the background of this view of Tube Lines Renault Kangoo Maxi van 7178R. Working for the lifts and escalators section, this vehicle is nominally allocated to Frank Pick House but has never actually been reported there. Taken in the early hours of 4th September 2014.

Photo 4765, by **Thomas Young**, added to LTSV on 13/09/2014.

Another two service vehicles found on Sutton Walk at Waterloo early on 4th September were Renault Kangoo Maxi van 7183R and Volkswagen Transporter 7525VW (RO62HZP), both from the Frank Pick House allocation. I had some camera trouble during the night which meant that I could not set the white balance for each photo. Some were better than others, but it proved impossible to reduce the yellowness of this one.

Photo 4766, by **Derek Everson**, added to LTSV on 13/09/2014.

This photo was taken on 5th August 2014 in the extended yard at Edgware Road Station, parking spaces now being provided in the area previously taken up by traincrew office portakabins. Unfortunately the fence between here and Chapel Street has had boards added, restricting views in. On the left is one of the few remaining Vauxhall Combo vans. 7033V used to be a Griffith House visitor, but it now appears to be allocated here. Alongside is Renault Kangoo Maxi van 7324R, based here since new in April 2012.

Comment by *slr* on 15/09/2014: For clarification, the Parking spaces that are marked L+E and C+E, along with the rest of the yard not covered by the height restriction, are all allocated parking for Griffith House.

Photo 4767, by **Thomas Young**, added to LTSV on 13/09/2014.

Early on 4th September 2014, four Renault Kangoo Maxi vans were found parked on Belgrove Street, King's Cross. Nearest was 7421R with chevron-less 7743R beyond. Mainly from Griffith House, the vans were probably attending the nearby station. However, Metronet had an office in the building in the background, and this may still be in use. The building itself is of some interest. Built in 1931, what is now Belgrove House was originally Kings Cross Coach Station. It lasted in that form until about 1947 when it was taken over by the Post Office. As can be seen, a proportion of the building is now used as a self-storage depot.

Comment by *slr* on 15/09/2014: There is no office in use here anymore, all these vans are escalator vans from Griffith House, occupants would have been in King's Cross. Hope that helps.



Photo 4768, by **Thomas Young**, added to LTSV on 13/09/2014.

Renault Kangoo Maxi van 7442R is believed to be allocated to Stratford Market Depot but it has never been reported there. In fact it has only been seen at night, usually near to Northern Line Stations. On 3rd/4th September it was parked at Camden Town.



Photo 4769, by **Ray Monk**, added to LTSV on 13/09/2014.

On 6th September 2014 Ray found five service vehicles parked in Terminus Place beside Victoria Bus Station. Once a through road for buses, this has been closed off for some time while seemingly the whole Victoria area is rebuilt. All five vehicles were from the Edgware Road Station/Griffith House allocation and comprised 2 Transit vans, 2 Transit dropside and a Kangoo Maxi van. This view of dropside 7496F shows the offside door opened, and also the very neat (but arguably pointless) application of chevrons to the solid parts of the mesh tail-lift.



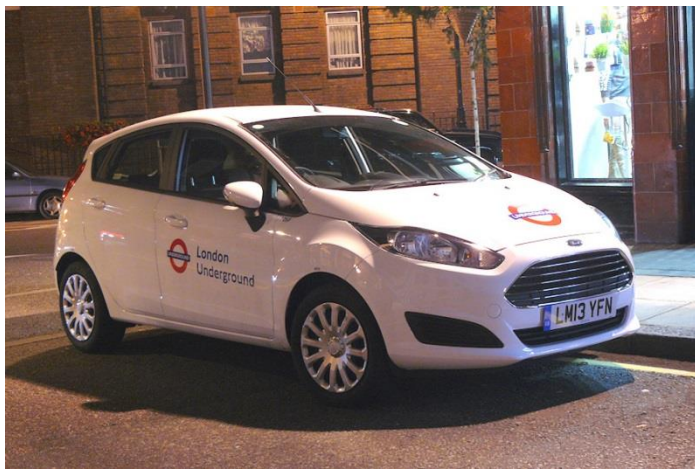
Photo 4770, by **Thomas Young**, added to LTSV on 13/09/2014.

Seymour Place is one of the streets near to Griffith House where service vehicles can be found parked up at night. On 3rd September 2014 these included Renault Kangoo Maxi van 7595R and un-numbered silver Kangoo van LX13ZXV. On the other side of the road was Cleshar 098, a Ford Fiesta van.



Photo 4771, by **Derek Everson**, added to LTSV on 13/09/2014.

The LUL control room at Cobourg Street (Euston) has a very small yard behind it, but it is nearly always hidden by large gates (visible in the background in photo 4000). On 5th August 2014 Derek found the gates open and Ford Transit crew van 7618F parked inside. This van is somewhat unusual in having white/blue livery with no logos.

Photo 4772, by **Thomas Young**, added to LTSV on 13/09/2014.

One of the best finds on the night of 3rd September 2014 was Ford Fiesta car 7626F parked on Homer Street, near Griffith House. The car version of the Fiesta is particularly rare in the central fleet. London Buses has had a few (included four un-numbered examples still in use), but this is only the second for LUL. Curiously, the previous example (6714F, see photo 2979) was also a Griffith House visitor but went off lease about 6 months before 7626F arrived. Also unusual is the overall white livery carried.

Photo 4773, by **Thomas Young**, added to LTSV on 13/09/2014.

Another vehicle I was pleased to find on the night of 3rd/4th September 2014 was Citroen Berlingo van 7638C, which was parked on Herbrand Street near to Russell Square Station. 8 Berlingo vans were leased during 2013. Six carried anonymous white livery with un-suffixed fleetnumbers (see photo 4292) and were allocated to various users. Just two were given LUL livery and they are night-time only vehicles, with Russell Square seeming to be the best place to see them. I did photograph the front nearside aspect as well but since it was parked in exactly the same place that 7438R was back in July (see photo 4716), there was a large shadow across it.

Photo 4774, by **Thomas Young**, added to LTSV on 13/09/2014.

Two different Volkswagens, in two different liveries. Early on 4th September 2014 these vans were found parked on St Chad's Street, just south of King's Cross. Both Tube Lines Caddy 7355VW and LUL Transporter 7681VW are night-time vehicles for which allocations have not been determined. The building in the background with the lights on is Belgrove House (see photo 4767).

Photo 4775, by **Thomas Young**, added to LTSV on 13/09/2014.

Vehicles attending stations at night-time often have to park some distance away. This trio was found at the bottom of Park Road, not exactly handy for Baker Street Station, especially if you have to lug heavy tools or equipment. Nearest the camera is Renault Kangoo Maxi van 7715R. This is probably a power supply vehicle, as are many others in the 77xx number range, and may be based at Neasden. In front is Ford Transit dropside 7541F from Stratford Market while across the road is Ford Transit crew van 7379F from Acton. This is another photo where the colour was off and could not be rectified. Curiously I had just taken a white balance reading on the bonnet of 7541F!



Photo 4776, by **Ray Monk**, added to LTSV on 13/09/2014.

The Volkswagen Caddy continues to be added to the leased fleet as an alternate to the Renault Kangoo. Notably all small crew vans have been of the former model. A summer 2014 addition was 7794VW, a Caddy Maxi crew van in LUL livery with the now-standard TfL EJM (Every Journey Matters) lettering. It was found parked on Tooley Street outside London Bridge Station early on 4th September 2014. This was one location where I felt that setting up my tripod might draw unwanted attention. So instead Ray took this hand-held shot (1/5th of a second at f3.2 and ISO 1600). Although the results are a bit grainy, the white balance is a lot better than many of my photos.



Photo 4777, by **Thomas Young**, added to LTSV on 13/09/2014.

The Sherlock Holmes Museum in the background provides the clue that this is Baker Street, photographed at 1:30am on 4th September 2014. Renault Kangoo Maxi van 7823R was new in July and carries the recently revised standard LUL livery.



Photo 4778, by **Colin Lloyd**, added to LTSV on 13/09/2014.

7827V is one of two Vauxhall Movano minibusses recently added to the LBSL Passenger Data fleet. It can often be seen parked inside the garage at Chancel Street in Southwark, but on 2nd September 2014 Colin caught it passing through Victoria, presumably on its way to their other location in the basement of the coach station.



Photo 4779, by **Ray Monk**, added to LTSV on 13/09/2014.

The first 64 registered service vehicle to be reported was this Mitsubishi L200 Barbarian pick-up numbered 7838. It is allocated to Baker Street (Allsop Place) where it has replaced Renault Kangoo Estate 6992R. We are advised that another pair are on order to replace Renaults 7132R and 7165R. 7838 has a crew-cab (as do all the other L200s in the central fleet) but it also has a glazed hard-top, as featured on 7340 (see photo 4096). Ray photographed 7838 arriving back at Allsop Place on 11th September 2014. Note that the new-style fleetname is missing a T.



Photo 4780, by **Derek Everson**, added to LTSV on 13/09/2014.

An interesting new vehicle found parked at Edgware Road Station on 28th August 2014 was HV14RGY, a Renault Zoe electric car in LUL livery with the additional 'green' lettering. It was parked in the bay fitted with charging equipment, as recently occupied by Nissan Leaf 7711N (see photo 4618) and later by Nissan van VX14AUY (photo 4781). Note that the section of blue/red skirting applied to the hatchback is much higher than that on the sides. Alongside is Renault Kangoo van 7211R.



Photo 4781, by **Derek Everson**, added to LTSV on 13/09/2014.

On 5th August 2014 Derek visited Edgware Road Station and found Nissan e-NV200 VX14AUY parked in the charging bay. It is presumed that these electric vehicles are still being operated on a trial basis. Indeed a Renault Zoe electric car appeared here later the same month (see photo 4780). Regular resident Honda CR-V 7609H is also on show, while Renault Kangoo Maxi 7758R is just visible on the right.



Photo 4782, by **Thomas Young**, added to LTSV on 13/09/2014.

The Arriva Southern Counties operation at Grays is managed from Dartford, across the river. As such, transfers of ferry vehicles between the two garages are quite common. Vauxhall Astra estate was added to stock in April 2014 and was working from Grays in mid-August. It was photographed back at Dartford on 7th September 2014, during the open day.



Photo 4783, by **Thomas Young**, added to LTSV on 13/09/2014.

The 'Year of the Bus' saw several garage open days take place, the last being at Dartford on 7th September 2014. This photo taken at the front of the garage shows two ferry vehicles parked up, while visiting New Routemaster LT198 departs to undertake a local tour. Nearest the camera is Ford Mondeo saloon BK56XRU, originally used from Grays garage and now carrying its fleetnumber CF26. The dark blue Vauxhall Combo van is allocated number VF403 bus this was not carried. It did have traces of its former TGM lettering, along with a roof beacon light (suggesting air-side use at Heathrow perhaps). By taking a ride through the bus wash, a few other service vehicles were noted, including several dumped Vauxhall Combo vans and two LDV Convoy minibuses still in TGM livery.

Photo 4784, by **Derek Everson**, added to LTSV on 13/09/2014.

Not another photo of a Metrobus Vito minibus! Well, not exactly. 8067 is one of five Vitos from Croydon garage recently transferred to Go-Ahead London's Northumberland Park garage in exchange for Vauxhall Combo crew vans. This photo was taken at Edmonton Green on 5th August 2014, at which time the minibus was still claiming to be a Metrobus Croydon vehicle.

Photo 4785, by **Derek Everson**, added to LTSV on 13/09/2014.

This vehicle has already been shown on LTSV but there is a lot of interest in this photo. Ford Transit van EO63XPN has been operated by Go-Ahead London for several months but is apparently destined for use by Brighton and Hove. It was probably borrowed to cover for the various special events over the summer and indeed Derek also photographed it at the Wimbledon tennis championship (when it had a Go-Ahead logo applied to the bonnet). By 14th July 2014 it was back in anonymous white and was parked up near Farnborough Airfield during the annual airshow. The Vauxhall car behind is probably also a Go-Ahead vehicle, going by its WLT379 registration plate. Originally carried by Routemaster RM379, this was later fitted to Metrobus M379 (1992 to 1998) then Dennis Dart LDP9 (1998 to 2004). The buses in the background are from the Commercial Services fleet, and hence exempt from carrying allover red livery. The Enviro 400 is one of three long-wheelbase examples new in March 2014 and fitted with coach seats. Behind that is perhaps the world's biggest TV screen, showing the world's biggest airliner. Last, but not least, the silver plane is an English Electric Canberra.

Photo 4786, by **Derek Everson**, added to LTSV on 13/09/2014.

In early 2013, the Epsom Buses website reported that 8 new Vauxhall Merivas were to be acquired to replace their Toyota Yaris crew ferry cars. Just 5 have been seen so far, four of which carry plain red livery. Odd man out is LG63OED which doubles as a controller's vehicle and hence has lettering and side chevrons. On 10th July 2014 it was parked at Banstead, most likely doing crew changes on route S1. This route was recently re-equipped with new Optare MetroCity buses, one of which can be seen in the background. Although a new model, the MetroCity looks to me just like an Optare Versa with a squashed front! Another aspect I could comment on is the recent practice of buses just showing simple destinations, with no qualifiers. Some are thus too vague, while others are too detailed. Where, for example, is Lavender Fields??

Photo 4787, by **Derek Everson**, added to LTSV on 13/09/2014.

Derek photographed these two vans at Abellio's Battersea garage on 10th September 2014. On the left is Ford Transit van NA56VMT, based here for almost four years. On the right is an anonymous Nissan NV400 van that was first licensed in June 2014. I would have dismissed this as a hire but Derek noted that it had the fleetnumber 6774 on the nearside. As such, this seems likely to be the first service vehicle that Abellio have ever operated from new. By the way, the Nissan NV400 is a badge-engineered version of the Renault Master and Vauxhall/Opel Movano. Nissan-built examples of the earlier versions of the Renault Master were branded the Interstar but the name was changed with the latest revamp, presumably to tie-in with the smaller NV200 model.



Photo 4788, by **Ray Monk**, added to LTSV on 12/10/2014.

On a rather damp 20th September 2014 Ray found several service vehicles in the car park at Upminster Station, none of which have been shown on LTSV before. On the right in this view is Ford Transit dropside truck 6941F, new in July 2010 and based at Acton Works. Alongside is Renault Kangoo Maxi van 7326R, one of a batch of four (7326R-7329R) for which the allocations are not known, although Acton Works is looking likely. Beside that is a Ford Transit crew van belonging to contractor Kelly, with fleetnumber 1871.



Photo 4789, by **Ray Monk**, added to LTSV on 12/10/2014.

Roding Valley is one of the lesser visited locations on LTSV. During engineering works on the Central Line on 4th October 2014, Peugeot Partner Tepee estate car 7049P was parked there. One of the first four such cars for LUL (new in March 2011), one of the batch (7050P) was written off in 2013 while the other two went off lease in summer 2014.



Photo 4790, by **Ray Monk**, added to LTSV on 12/10/2014.

7098V is the last of the trio of Pelham Street-based Vauxhall Combo vans to appear on LTSV. New in July 2011, it has been noted at various locations. On 4th October 2014 it was parked on Manford Way near Hainault.



Photo 4791, by **Ray Monk**, added to LTSV on 12/10/2014.

Exactly 100 Renault Kangoos were added to the leased fleet during 2012, comprising 22 estate cars and 78 vans of various lengths. Estate 7343R was the odd one out, being delivered in unmarked white livery. It did carry LUL labels for a while (as seen in photo 4374 from 2013) but was anonymous again when Ray came across it parked at Grange Hill on 4th October 2014.



Photo 4792, by **Ray Monk**, added to LTSV on 12/10/2014.

Parked outside the Track and Signals Operations Centre on Museum Way at Acton Town on 13th September 2014 was Renault Kangoo Maxi van 7350R. Tube Lines-liveried 7346R to 7352R are all based either here or at the nearby Bollo House.



Photo 4793, by **Ray Monk**, added to LTSV on 12/10/2014.

The yard behind the Track and Signals Operations Centre on Museum Way usually contains four or five service vehicles. On 13th September 2014, rather more than that were present, at least 7 being visible in this photo. Nearest on the right is Ford Transit crew van 7354F in Tube Lines livery and with my initials in its registration. It is more normally to be found at Arnos Grove. Alongside are a pair of similar vehicles but in LUL livery. 7709F and 7710F are notable for having consecutive registrations and fleet numbers.



Photo 4794, by **Ray Monk**, added to LTSV on 12/10/2014.

The small base at Barking Station (Wakering Road) was altered during autumn 2014. The stacked portakabins were removed and the space resurfaced as an extended yard. This has had two results. Firstly, the four cars allocated here no longer need to be squeezed in (see photo 4031). Secondly, they will be more visible from the station platforms. On 3rd October 2014 three of the four Peugeot Partner Tepee cars were present, with 7451P nearest and 7450P on the right.



Photo 4795, by **Ray Monk**, added to LTSV on 12/10/2014.

Parked on the other side of Kelly 1871 (see photo 4788) at Upminster Station on 20th September 2014 was Ford Transit crew van 7614F. New in spring 2013, this van has only been noted a handful of times, most often near Acton Works at night.

Photo 4796, by **Ray Monk**, added to LTSV on 12/10/2014.

Several service vehicles were found parked on Euston Street (close to the Couburg Street control room) on 13th September 2014. Among them was Ford Transit medium-wheelbase crew van 7647F. This has the specialised roof rack and tube as also seen on vans such as 7418F (which was also present).

Photo 4797, by **Ray Monk**, added to LTSV on 12/10/2014.

Renault Kangoo Maxi van 7655R was new in mid-2013 but was not seen by anyone until Ray found it parked on Euston Street on 13th September 2014. An official fleetlist obtained earlier in the year showed this fleetnumber being assigned to a similar van registered LV13ZTZ. However, that van had already been noted as carrying fleetnumber 7641R (see photo 4414), which was officially on LV13ZSZ. It appears that the two had simply swapped numbers.

Photo 4798, by **Colin Smith**, added to LTSV on 12/10/2014.

On 8th September 2014, Colin managed to photograph the offside of recently converted mobile office WX08KUY in the lorry yard at Acton Works. The body style on this vehicle reminds me of the mobile blood banks, a connection unwittingly reinforced by the huge 'Transplant' lettering. The label on the cab door is for the TfL Fleet Operator Recognition Scheme (FORS).

Photo 4799, by **Ray Monk**, added to LTSV on 12/10/2014.

A third Nissan Leaf electric car for the liveried fleet arrived in summer 2014. KE14FJO carries the same dark red livery as 7762N (see photo 4643), and similarly ran for a while without lettering. When seen leaving Acton Works on 2nd October 2014 it had gained London Buses markings, including the green leaves logo used on hybrid buses. It seems to be based here, perhaps as a replacement for Smart car KE60EOX (see photo 4551).

Photo 4800, by **Derek Everson**, added to LTSV on 12/10/2014.

Arriva Shires has acquired many second-hand London taxis since 2012 for use as crew ferry vehicles. Initially Carbodies FX4s were used, but a growing number of the newer London Taxicabs International (LTI) TX1 model have also appeared. Numbered from CF73 upwards, additions in 2014 have seen the series reach CF105. Most have been reliveried in Arriva corporate colours, or as Green Line adverts. The latter scheme was changed during 2014. Initially featuring blue and green base colours (see photo 4067), it is now two-tone green, as seen on CF98 (P22CFC) at Luton Station on 7th October 2014. The registration is probably not its first, P-prefix plates being used from 1st August 1996 until 31st July 1997. This vehicle was first registered in December 1997.

Photo 4801, by **Ray Monk**, added to LTSV on 12/10/2014.

Among recent additions to the Arriva the Shires crew ferry fleet are a pair of LTI TX1 taxis given London Buses red livery, similar to the fleet latterly operated from Dartford. These are based at Garston and seem to mainly support route 258, working to Watford Junction Station. CF103 (R141BMY) was photographed there on 15th September 2014.

Photo 4802, by **Derek Everson**, added to LTSV on 12/10/2014.

Seen at Watford Junction Station on 17th September 2014, these two vehicles are in different liveries but both seem to be in use as crew ferry vehicles with Arriva the Shires. On the left is CF102 (R957YGC), one of two LTI TX1 taxis given red livery. The LDV Convoy minibus was recently acquired from Tellings Golden Miller, whose livery it still carries. An official fleetlist showed this vehicle as being assigned to TGM Essex at Harlow, with fleetnumber V107. However, reports suggest it is actually working from the Garston garage of associated Arriva the Shires.

Photo 4803, by **Derek Everson**, added to LTSV on 12/10/2014.

Coverage on LTSV is naturally focused on the fleets within the Greater London area. However, in line with LOTS policy, we also feature operators in the former LT 'country' area, although reports on these are often scarce. Centrebus is a relatively recent entrant to the field, and operates in several areas. Seen at Luton Station on 7th October 2014 was their Vauxhall Combo van VO05WRW. As can be seen, this carries fleetnumber A33.



Photo 4804, by **Derek Everson**, added to LTSV on 12/10/2014.

A recent addition to the Ensignbus fleet is Ford Transit long-wheelbase minibus HN10VRX. This carries fleet livery of blue and silver and is lettered as a Crew Vehicle. It appears to have replaced former Dial-a-Ride minibus P185OLC (see photo 3284), and was photographed at Lakeside Bus Station on 1st October 2014 keeping company with Vauxhall Combo van DN07HWJ.



Photo 4805, by **Ray Monk**, added to LTSV on 12/10/2014.

Go-Ahead London replaced several of its engineering fleet with new Ford Transits in late 2013. EA63VRW was allocated to the Blue Triangle base at Rainham, but was not reported until 3rd October 2014, when Ray found it leaving that location. As with the vehicles at Camberwell and Stockwell, this is a short-wheelbase mid-height van.



Photo 4806, by **Derek Everson**, added to LTSV on 12/10/2014.

The new Ford Transit range has yet to make much impact on the service vehicle scene. The new Connect van is slightly larger than the earlier model, and an unmarked example is used by London Buses (see photo 4652). The first to be reported with a bus company is Metroline's AX14KZA, photographed parked outside the CELF works in Perivale on 17th September 2014. The fleetname on Metroline vehicles used to include the Comfort Delgro name in blue and orange (see photo 4435). This was apparently against TfL policy, so buses (and newer service vehicles) now have fleetnames just in white.



Photo 4807, by **Ray Monk**, added to LTSV on 12/10/2014.

Several of the Vauxhall Corsa vans operated by Go-Ahead London since late 2007 were delicensed in September 2014. Among the vehicles that appear to have replaced them is Ford Fiesta van EX64YDR, photographed leaving Rainham Garage on 3rd October 2014. As with most crew ferry vehicles used by this company, no lettering is carried.

Photo 4808, by **Ray Monk**, added to LTSV on 12/10/2014.

About to turn off Ferry Lane into the industrial estate where Rainham Garage is located, RK64OVH is one of at least 2 Mercedes-Benz Vito crew vans added to the Go-Ahead London fleet in September 2014. Unsurprisingly, they carry unmarked red livery. Also seen at Rainham on this date (3rd October 2014) were 2 older Vito crew vans that had appeared on a vehicle auction website in February 2014. It seems that they were withdrawn from sale and returned to use.

Photo 4809, by **Kim Rennie**, added to LTSV on 26/11/2014.

Ford Transit minibus 6853F is one of a pair that transferred to London Underground use following their replacement in the London Buses Passenger Data fleet in August 2014. As can be seen in this view of it passing the TfL offices on Victoria Street on 2nd November 2014, the orange squares have been removed and appropriate labels added.

Photo 4810, by **Ray Monk**, added to LTSV on 26/11/2014.

The Bus Infrastructure section still largely relies on a fleet of Volkswagen Transporter vans new in 2009/2010. 6897VW is a mid-height van new in 2010 and based initially at Uxbridge Station. It was later moved to Acton Works, although could also be found parked at White City Bus Station. On 17th November 2014 it was photographed coming backwards down Bollo Lane in Acton, loaded onto a Renault flat-bed truck. Its licence had recently been extended by another 6 months but it remains to be seen if it is returned to use.

Photo 4811, by **Malcolm Conway**, added to LTSV on 26/11/2014.

Vehicles in unmarked white/blue livery were fairly common, especially during the 1990s, and also around the time of the Metronet de-branding in 2009. More recently they have been few and far between, and indeed some vehicles initially operated anonymously later gained markings. One that escaped this attention was Ford Transit crew van 6988F, new in late 2010. On 31st October 2014 it was caught rounding Marble Arch, the label in the windscreen showing that it was still an active LUL vehicle.

Photo 4812, by **Ray Monk**, added to LTSV on 26/11/2014.

The Peugeot Partner Tepee cars operated by LUL were rather camera-shy at first, seeming to be most active at night. They have been seen out and about a bit more recently, and on 11th October 2014 Ray found 7064P parked on Leopold Road near to Ealing Common Station. Dating from April 2011, several Partners of similar age have gone off lease already.

Photo 4813, by **Ray Monk**, added to LTSV on 26/11/2014.

Parked outside Smallbills Garage on Bollo Lane on 17th November 2014 (with Bollo House in the background) was Ford Transit low-roof crew van 7189F. Assigned to the Lifts and Escalators section at nearby Frank Pick House, this particular van is one of several that are outbased elsewhere. The van was presumably awaiting mechanical attention, and it is interesting that this is the first time it has been seen in daylight.

Photo 4814, by **Ray Monk**, added to LTSV on 26/11/2014.

Another Peugeot Partner attending the engineering work at Ealing Common on 11th October 2014 was 7223P, this being found parked on Granville Gardens. Compared to slightly older 7064P (see photo 4812), this car has a shallower blue skirt, so that the red stripe is not interrupted by the bodyside moulding.

Photo 4815, by **Derek Everson**, added to LTSV on 26/11/2014.

Although I can distinguish most variants of the Ford Transit, I have difficulty telling Ford Mondeo cars from the slightly smaller Focus model. Shown above is Mondeo estate 7473F, new in 2012 and allocated to Rickmansworth Station where it replaced similar 6737F (see photo 3132). The leased fleet includes 5 Mondeo estates at present but, apart from Incident Response Vehicle 7742F at Baker Street (see photo 4523), they are proving rather elusive. 7473F was caught arriving at Acton Works on 12th November 2014. It stayed in the front car park here for a few days.

Photo 4816, by **Kim Rennie**, added to LTSV on 26/11/2014.

7652F is a standard Mk7 Ford Transit van, believed to be based at Acton Works. On 2nd November 2014 it was photographed on Victoria Street in Westminster.

Photo 4817, by **Ray Monk**, added to LTSV on 26/11/2014.

7677F is one of seven Ford Transit Staff Welfare Facility vans added to the leased fleet in 2013. Although carrying London Underground livery, on 29th October 2014 it was found supporting work on the Tramlink route at Mitcham Junction.

Photo 4818, by **Ray Monk**, added to LTSV on 26/11/2014.

Ordinary-looking but rarely-reported vehicles seem to be a theme of the photos added today. Here we have Renault Kangoo Maxi van 7734R, one of over 115 added since 2011. This one was new in mid-2013 but was first reported in April 2014. The next sighting was on 21st November 2014, when Ray found it parked in Swanley.

Photo 4819, by **Ray Monk**, added to LTSV on 26/11/2014.

With some very dedicated reporters, it is quite unusual for liveried service vehicles to avoid being seen by someone on LTSV. This van did quite well though. New in autumn 2013 and apparently allocated to Acton Works, it was not actually seen until the following September. Ray then saw it again on 23rd October and managed to grab this photo as it turned into the Works from Bollo Lane. It seems to be a fairly ordinary high-roof, long-wheelbase Mk7 Ford Transit van. By the way, there are just two numbered vehicles that nobody has yet reported seeing. 7632F is a Transit crew van believed to be at Upminster Depot, while 7739F is a unique Ford Kuga 4x4 car.

Photo 4820, by **Ray Monk**, added to LTSV on 26/11/2014.

A small quantity of leased vehicles have carried unmarked white livery (sometimes with fleetnumbers) over the past few years. The most recent additions are a pair of Peugeot Partner vans that arrived in autumn 2013. They have been reported very infrequently, but Ray managed to catch 7745P on Cam Road in Stratford on 24th November 2014. It had a London Underground label in the windscreen.

Photo 4821, by **Ray Monk**, added to LTSV on 26/11/2014.

The program to extend the London Overground class 378 units from 4-cars to 5-cars is now in progress, the first train being completed in September. This work has necessitated the construction of new stabling sidings on waste ground south of Surrey Quays Station. Known as Silwood Depot, this location has also been home to many of the London Overground liveried service vehicles added to stock in 2013. Present on 20th October 2014 were VW Transporter crew van 7776VW (here since new) and Renault Kangoo Maxi van 7768R (which seems to have moved here in autumn 2014).

Photo 4822, by **Ray Monk**, added to LTSV on 26/11/2014.

This vehicle, caught leaving Stratford Market Depot on 24th November 2014 is doubly rare. 7791VW is only the third Volkswagen Transporter minibus to be added to the leased fleet (after TfL silver 6724VW and 6725VW in 2009, see photo 2813). It is believed to have replaced silver Ford Tourneo minibus 6211F, which itself replaced similar 5552F in 2007. 5552F was reportedly used by the Tube Lines Safety Training department (there is a training centre at Stratford Market), while both Fords were notable for being very rarely seen.

Photo 4823, by **Ray Monk**, added to LTSV on 26/11/2014.

The first of many? The new Ford Transit Custom was launched in 2013 but it was not until mid-2014 that the first examples were added to the central fleet, while none of the larger Mk8 Transit have yet been reported (the last Mk7 appears to have been 7820F in April 2014). One of just 3 Transit Custom vans noted so far is this one photographed (with permission) at Edgware Road Station on 16th October 2014. Although carrying fleetnumber 7926F this is thought to be an error for 7826F. The Transit Custom comes in two heights and this is a high-roof example. Note that the van is not as tall as high-roof Mk7 van 7495F parked alongside.



Photo 4824, by **Derek Everson**, added to LTSV on 26/11/2014.

Both the new MAN lorries delivered in August 2014 were assigned to Lifts and Escalators work. RK14ETT is based at Frank Pick House in Acton, where it replaced MAN LE280B lorry 2579 (see photo 1312). It has the same large tail-lift as the older lorry but features a crew-cab instead of a crane. RK14ETT can be distinguished from similar RK14ETU by the light-bar mounted on the cab roof. Photographed leaving Acton Works on 12th November 2014.



Photo 4825, by **Ray Monk**, added to LTSV on 26/11/2014.

Photographed at the same place at RK14ETT, but a couple of days earlier (10th November 2014), RK14ETU is normally based at Griffith House near Marylebone. Apart from the lack of a light-bar, the two lorries appear to be identical, both featuring the large tail-lift favoured by the Lifts and Escalators section, and all the safety-related additions that are now mandatory.



Photo 4826, by **Ray Monk**, added to LTSV on 26/11/2014.

Photographed passing Tooting Broadway Station on 11th November 2014 is WU64ATO, the latest dustcart to be added to the central fleet. A total of 9 Mercedes-Benz Econic refuse trucks have been operated since the first arrived in 2000. The design has evolved over that time, with this example having an enlarged radiator grille and smaller headlamps. WU64ATO is the first Econic to carry LUL livery (rather than Tube Lines), and it also features yellow safety markings (mainly) on the lower parts of the cab and body.



Photo 4827, by **John Hillman**, added to LTSV on 26/11/2014.

A nice comparison of the two latest generations of London taxi cab is offered by this view taken at Welwyn Garden City Bus Station on 4th November 2014. Both vehicles are operated by Arriva the Shires and carry the Arriva national livery of blue with a cream swoosh. To the fore is S811CGX, allocated fleetnumber CF106, and an example of the LTI TX1 model first introduced in 1997. Behind is P884SJD, less than two years older but to the FX4 design that dates back to 1958. This particular FX4 was built by Carbodies and is allocated fleetnumber CF89. Note that both have the Arriva name in the illuminated front sign.

Photo 4828, by **Colin Lloyd**, added to LTSV on 26/11/2014.

Back from the dead? This Vauxhall Combo van was first noted with Abellio lettering at their Twickenham Garage in August 2010. There were no further reports and it was presumed to have been withdrawn. However, it eventually resurfaced in late 2014, being photographed at Hatton Cross Bus Station on 18th October. It had by then gained a fleetnumber of 6705. There are still many numbers in the 67xx range (first used in late 2011) unaccounted for.

Photo 4829, by **Dave Burrin**, added to LTSV on 26/11/2014.

Ensignbus added at least two Ford Transit minibuses to their fleet in 2014, including HN10VRY photographed at the Purfleet base on a bright 11th October 2014. As with HN10VRX (see photo 4804), this is a long-wheelbase Mk7. There may be a third, since the vehicle visible in the background (beyond Vauxhall Combo van DN07HWJ) has the company website address in a slightly different position to that on HN10VRX.

Photo 4830, by **Ray Monk**, added to LTSV on 26/11/2014.

The London operations of Metrobus were transferred to London General in April 2014, the latter company now having a licence to operate over 1,500 buses. Support vehicles had latterly run in white livery with fleetnumbers and company lettering. Under the new regime, recent additions have worn unmarked red livery, as already featured on most crew ferry vehicles in the Go-Ahead London group. Two Ford Transit Connect vans were the first to be reported, and EU64SRV was photographed at Eltham Bus Station on 5th November 2014. The new Transit Connect comes in two lengths, this being one of the shorter ones.

Photo 4831, by **Ray Monk**, added to LTSV on 26/11/2014.

This anonymous white Vauxhall Movano minibuse was found parked outside Croydon Garage on 19th November 2014. It is believed to be an Arriva London vehicle, perhaps used for trainee driver assessments. Many vehicle manufacturers are now using standardised codes to describe the size of their vehicles, particularly when various lengths and heights are available on any given model. This vehicle is described as an L2H2 minibuse, implying medium wheelbase and mid-height (with a nominal 9-seat interior). A smaller 6-seat minibuse is available as the L1H1, while the Movano van range comprises various combinations of 4 lengths and 3 heights.

Photo 4832, by **Colin Lloyd**, added to LTSV on 26/11/2014.

The Volvo FL model was introduced in 1985, and saw use by London Underground as demountable vehicles with the Emergency Response Unit. In addition to these, some FL recovery lorries have been used by bus companies and recovery contractors, although they would probably not be powerful enough to handle double-deck buses. Heathrow Recovery (which appears to be a trading name for J&A Recovery) uses elderly J277LNH in a very restrained maroon livery. On 18th October 2014 it was photographed at Hatton Cross with Abellio Dennis Dart 8478 on tow. As well as the spectacle hoist, a folding crane is fitted behind the cab.

Photo 4833, by **Ray Monk**, added to LTSV on 26/11/2014.

Going by the contributions made to LTSV, Sovereign Recovery vans are now much more frequently seen than their full-sized recovery trucks. Quite a number of vans have been added to the fleet over the past year or so, including Mercedes-Benz Sprinter van EJ63OZA. Compared to similar EJ63OZB (see photo 4756), this van has been blinged up with a sun visor, bull-bars under the front, and numerous chrome fittings on the front grille and mirrors. However, it has lost part of its TFL lettering. Photographed opposite Croydon bus garage on 19th November 2014.

Photo 4834, by **Ray Monk**, added to LTSV on 26/11/2014.

Sovereign Recovery has added vans from both Mercedes-Benz and Iveco recently. Photographed at Stratford Bus Station on 8th November 2014 was their GM14SVO, an Iveco Daily 35S15 high-roof van. Compared to slightly older HK630OY (see photo 4668), the layout of the lettering and red stripes has been subtly changed and the yellow stripes around the front have been omitted. Interestingly, this van also carries the Stagecoach logo and name, both on the bonnet and in the windscreen. Note that there appear to be two charging points for electric vehicles here, although no electric service vehicles have been reported here since EU61CRZ (see photo 4098) left in 2013.

Photo 4835, by **Derek Everson**, added to LTSV on 27/12/2014.

Now, don't tell anyone but I suspect that this vehicle may be undertaking some sort of covert role! It was new to Tube Lines in June 2009 as fleetnumber 6775F. It appears to have been withdrawn in mid-2013, but there are reports of it still working out of Acton, now in unmarked livery and fitted with a roof-rack for ladders. Perhaps it is now doing the work latterly done by 5526F (see photo 4182) and larger 6238F (photo 4198), although what that work is remains a mystery. Photographed leaving Acton Works on 3rd December 2014.



Photo 4836, by **Derek Everson**, added to LTSV on 27/12/2014.

No Vauxhall Astra vans have been added to the central fleet for a couple of years now. The last for the leased fleet were a group of 10 delivered in January 2012 for the Tube Lines lifts and escalators section. 7197V was one of these and on 12th November 2014 it was caught heading up Bollo Lane at Acton. The Acton Car Care sign is of course on top of a car parked beyond the van!



Photo 4837, by **Derek Everson**, added to LTSV on 27/12/2014.

Guess who? With headlights on and a poppy on the front, Ford Transit van 7319F was leaving Acton Works when photographed on 12th November 2014. The position of the gutter shows that this is a short-wheelbase, mid-height example, quite rare in the central fleet but favoured by the Go-Ahead group. Following behind is lifts and escalators Ford Transit dropside 7218F with its Tube Lines logos and miniscule light-bar.



Photo 4838, by **Derek Everson**, added to LTSV on 27/12/2014.

Peugeot Partner Tepee car 7491P is quite a common sight around Acton works, and was photographed nearby on 12th November 2014. Note that the strips of lights below the headlights are on, and that an Emergency Response sign is displayed in the windscreen (as seen earlier on similar 7336P in photo 4140).



Photo 4839, by **Derek Everson**, added to LTSV on 27/12/2014.

High-roof Ford Transit van 7495F has been a regular sight at Edgware Road Station (or the nearby Griffith House) since delivery in autumn 2012. On 28th August 2014 it was photographed in the yard, with Griffith House visible in the background. The multi-coloured building on the right was built on what was the vehicle yard of Griffith House, and it contains power supply equipment for the underground. Apart from lifts and escalators, this location also houses vehicles used by the pumps and drainage section. This may account for the piles of pipes or ducts on either side of the van. On the far right is Renault Kangoo Maxi 7276R.

Photo 4840, by **Derek Everson**, added to LTSV on 27/12/2014.

Vehicles numbered 7576 to 7591 were all delivered around the beginning of 2013 in plain white livery, and have since been used by a variety of departments. Several of the batch were allocated to the Tramlink depot at Therapia Lane, including 7579, one of six Citroen Berlingo vans. While the other Berlingos carry un-suffixed numbers, this one wants to be a Renault and displays 7579R, as seen in this photograph taken at the depot on 26th November 2014. White Ford Transits 7586F (crew van) and 7590F (dropside) are also allocated to Tramlink and have recently been reported as having gained the full white/blue/green livery.

Photo 4841, by **Derek Everson**, added to LTSV on 27/12/2014.

Phase II Renault Kangoo van 7758R was photographed in the 'new' yard at Edgware Road Station on 28th August 2014. Flanking it were two older Renault Kangoo vans, 7211R on the left and Maxi 7324R on the right.

Photo 4842, by **Dave Cousins**, added to LTSV on 27/12/2014.

The delivery of three new Mitsubishi L200 pick-ups to Baker Street was a protracted affair. The first (7838, see photo 4779) came in September, 7839 in October, and 7840 in December. The last of the trio was photographed at its new home on 15th December 2014. They have replaced Renault Kangoo estates 6992R, 7132R and 7165R, but are presumably for use by senior staff. I would be very surprised if all the other Renault Kangoo estates were replaced by anything this posh!

Photo 4843, by **Kevin Bullions**, added to LTSV on 27/12/2014.

A batch of new Volkswagen Caddy Maxi vans was delivered in December 2014 for use by LBSL Infrastructure Development. Photographed in the car park at Acton Works on 22nd December were four of the new vans, along with one of the mid-height Volkswagen Transporter vans that they seem to be destined to replace. The fleetnumbers of the new vans could not quite be made out, although we now know that the nearest is 7895VW. I'll add links for the others once they are reported.

Photo 4844, by **Dave Cousins**, added to LTSV on 27/12/2014.

Two days after it was photographed at Acton Works, new Volkswagen Caddy Maxi van 7895VW had made it to Stratford Bus Station. It was photographed parked alongside Transporter van 6900VW and one unidentified similar van. On the left is earlier Caddy Maxi 7747VW. I had been advised that the Infrastructure section was to receive Mercedes-Benz Sprinter vans, so as to provide commonality with the Bus Operations fleet. However, it appears that the Caddy Maxi has proved to be big enough. 24th December 2014.

Photo 4845, by **Derek Everson**, added to LTSV on 27/12/2014.

Chunky-looking MAN TGS lorry RV12OFK was caught on Argyle Road in Greenford on 12th November 2014. Note that the trailing axle is in the raised position, and that the offside 'spoiler' thingy has either been replaced or has lost its cover (just noticed it was in this condition in March 2013 as well!). The positioning of the light-bar right at the front of the cab-roof is also unusual, although no doubt practical. There appears to be no hurry to remove the Tube Lines branding from the vehicles that still carry it.

Photo 4846, by **Derek Everson**, added to LTSV on 27/12/2014.

Various minibuses previously operated by TGM were transferred within the Arriva group to London-area bus operators at the beginning of 2014. Most were Ford Tourneos, but Guildford Garage received an odd pair in the shape of Vauxhall Vivaro HT05YDB and Volkswagen Transporter RY05AEZ. The former, allocated fleetnumber VF109, was photographed at Woking on 11th November 2014.

Photo 4847, by **Derek Everson**, added to LTSV on 27/12/2014.

The Vauxhall Combo van has seen a lot of use as service vehicles, particularly with crew ferry vans for the Arriva group and others. Added to the Grays-based operation recently was VX06HKZ, allocated fleetnumber VF617 in the Arriva Southern Counties series. This number does not appear to be carried, although there is some trace of previous lettering on the van sides. It was photographed parked near Romford Station on 1st October 2014.

Photo 4848, by **Derek Everson**, added to LTSV on 27/12/2014.

The Abellio fleet has become quite colourful recently, with lots of nearly-new cars being added, often in bright metallic colour schemes. One of the latest additions is Ford Fiesta CK11MDZ, photographed at Beddington Cross Garage on 26th November 2014. Fleetnumbers are usually now applied, often close to the fuel filler, but this car does not seem to have one.

Photo 4849, by **Derek Everson**, added to LTSV on 27/12/2014.

Stagecoach London 90898 is a Ford Transit minibus new in autumn 2013, and photographed in Romford town centre on 1st October 2014. I was going to comment on how different the Transit Custom is from previous Transits, but then I realised that the same applies between (say) the Mk5 and the Mk6. Once a model name has become well established it seems to be hard for manufacturers to resist using it on subsequent (sometimes very different) designs.

Photo 4850, by **Ray Monk**, added to LTSV on 27/12/2014.

Stagecoach London took delivery of a new Vauxhall Corsa car in summer 2014, presumably as a replacement for Ford Focus YH11LWN (see photo 3487). As with the Ford, the new car can sometimes be found parked at Plumstead Garage, as seen here on 29th November 2014. Stagecoach logos and names are applied all around, although for some reason the white lettering does not show up very well!

Photo 4851, by **Ray Monk**, added to LTSV on 27/12/2014.

The small bus operating base at Belvedere was originally run by Harris Bus, later East Thames Buses. It now comes under the Go-Ahead London group although it is curiously operated under the London General licence while nearby Bexleyheath is with London Central. The base is on a rather remote industrial estate, and runs just two routes. The 180 terminates nearby, but the 244 goes no closer than Abbey Wood Station and thus needs crew ferries. Crew changeovers are often performed at route termini, and this would certainly have been possible here. However, the route 244 changeovers are instead done at Watersmeet Place, close to Thamesmead "town centre". In Autumn 2014 I discovered that a former Metrobus vehicle (GY56DLJ) was being used but, before I could get a photograph of it, it was replaced by this brand new Ford. EK64CFY is a Ford Transit Connect Mk2 crew van, photographed in Thamesmead on 3rd December 2014. Although some earlier Ford Transit Connect service vehicles may have had the second row of seats, this is only the third seen with the extra side windows (after 5687F and electric EU61CRZ). To complete an already lengthy caption, I should remind viewers that the faces of people included in these photographs are blurred in cases where they would otherwise be easily recognisable.

Photo 4852, by **Derek Everson**, added to LTSV on 27/12/2014.

The Mansfield Group seems to be undertaking an increasing amount of bus recovery work in London. On 3rd December 2014 Derek caught this impressive 4-axle Volvo FH truck making the turn into Hounslow Bus Garage with London United SP175 on tow.

Photo 4853, by **Ray Monk**, added to LTSV on 26/01/2015.

Photographing service vehicles around the Bollo Lane entrance to Acton Works can be tricky, especially in the winter when the sun (if it is out at all) always seems to be in the wrong place. This picture suffers a bit because of this, but it was felt to be worth including anyway. As has already been commented on (see photo 4198), Ford Transit van 6238F seems to have acquired a second life following its replacement in the LUL fleet. Now in un-marked white/blue livery, it can often be seen around Acton Works. On 19th January 2015 Ray caught it entering the works with a gritting trailer on tow. Interestingly, the trailer carried the registration number of Land Rover N435CMF (see photo 3894), another extended life vehicle, but one which has not been seen much recently.

Photo 4854, by **Ray Monk**, added to LTSV on 26/01/2015.

Given that leased vehicles are generally only kept for 3 or 4 years, instances of re-liveries are quite rare. This explains why Tube Lines vehicles can still be seen, almost 2 years after the name was officially dropped. 7529F is a Ford Transit van that entered service in Tube Lines livery in late 2012. However, the following summer it gained LUL livery with the red stripe but also with red/white battenburg stripes at mid-height. The additional side lettering reads 'Emergency Incident Vehicle'. It has always been based at the Lifts and Escalators depot at Frank Pick House, Acton, where it was photographed on 27th December 2014.

Photo 4855, by **Ray Monk**, added to LTSV on 26/01/2015.

7756F is a Ford Transit dropside truck new in Autumn 2013 but only reported a handful of times. It was found paying a visit to the erstwhile Track and Signals Operations Centre at Museum Way (Acton Town) on 19th January 2015. The sign here has recently been amended to read 'Piccadilly Line Track, Ealing Common Track Office'. Once again, the low sun has caused a little trouble for Ray.

Photo 4856, by **Ray Monk**, added to LTSV on 26/01/2015.

New in Spring 2014, 7809VW is one of the growing number of Volkswagen Caddy vans in the central fleet. Wearing LUL livery with TfL lettering, it is based at Stratford Market Depot and is mostly active at night. On 14th January 2015 it was caught passing the Mecca Bingo smoker's terrace on Cam Road, near the depot.

Photo 4857, by **Ray Monk**, added to LTSV on 26/01/2015.

Three of these Mitsubishi L200 4x4s were delivered to Baker Street in autumn 2014 to replace Renault Kangoo estate cars. All have the glazed hard-top option. It is unfortunate that the parking spaces here have been rotated, otherwise a line-up of all three may have been possible (see photo 1360). A couple of minor points about the livery. The red stripe has been carefully cut away to clear the model badging, while the skirt and stripe at the rear seem to be sloped upwards to match the bodywork. I don't think any other vehicles have sloped skirts. 30th December 2014.

Photo 4858, by **Ray Monk**, added to LTSV on 26/01/2015.

A photograph by Ray but the credit must also go to Derek. He caught a trio of red Mercedes-Benz Sprinter vans being delivered to Acton Works on 21st January 2015, and he noticed that they were accompanied by a Mercedes East London minibus. A couple of days later Ray took himself to their premises in Rippleside and found twelve more vans present. Six were un-registered, while the remainder had curiously been first licensed almost three months earlier (31st October 2014). Note that the vans already have the light-bars (and grille lights) but have yet to gain any lettering. It seemed likely that these vans would become Incident Response Units for London Buses, but previous batches of these had come from Rygors of Bedfont, had been fully liveried before delivery, and were generally licensed just before delivery.

Photo 4859, by **Ray Monk**, added to LTSV on 26/01/2015.

Confirmation that the new Mercedes-Benz Sprinter vans were indeed to be LBSL Incident Response Units came when the first examples were delivered to Morden and Eltham on 23rd January 2015. On that day, Ray photographed 7860M and 7863M at the latter location. The latest batch have a few detail differences, notably around the grille and bumper. They also lack windows in the rear doors, while the side lettering has been shuffled around to incorporate the new standard TfL markings. Visible on the right is TfL Toyota Yaris LL14VOH.

Photo 4860, by **Ray Monk**, added to LTSV on 26/01/2015.

Another new IRU is 7865M, photographed at the back of Stratford City Bus Station on 24th January 2015. The livery differences can be seen by comparing this with the older van visible in the background. A shot of the un-windowed rear of these vans will be included next time, and perhaps someone will also manage a side-by-side comparison to highlight the design changes on the front. Turnpike Lane might be the best bet for this.

Photo 4861, by **John Woolf**, added to LTSV on 26/01/2015.

A very fine view of new IRU 7866M parked near Victoria Station on 24th January 2015. At least 6 of these vans have entered service in the past few days. Curiously all of them were first registered at the end of September 2014, but appear to have only been delivered to Acton (still in plain red) in the past week. 7866M was one of three seen going in on 21st January, and was thus turned around very quickly, with the full livery application and fitting out of the interior equipment.

Photo 4862, by **Dave Hooker**, added to LTSV on 26/01/2015.

New contributor John Hooker was the first to report a new IRU, and he did a fine job of capturing this night view of 7867M at Morden Station on its first day of service (23rd January 2015). This was another of the vans delivered (in plain red) on 21st January. Prior to these new arrivals, the Incident Response Unit fleet comprised 24 vans new in 2011 and 21 from 2012. Apparently the new vehicles are going to replace both batches, which suggests a total of around 46 vans. This ties in with the fact that fleetnumbers 7841 to 7890 remained vacant. But then it is odd that the first deliveries were numbered near the middle of this range (7860M-7867M).

Photo 4863, by **Ray Monk**, added to LTSV on 26/01/2015.

While the London Buses IRU fleet was between 3 and 4 years old at the end of 2014, the Infrastructure section was still using some Volkswagens new in 2009. Replacements finally started arriving in December, comprising a large batch of Volkswagen Caddy Maxi vans. Two similar vans had been delivered in October 2013 (7747VW/7748VW) and they were evidently deemed suitable. The first of the new vans entered service just before Christmas, with further deliveries in January. 7896VW was dispatched to Orpington, but was photographed at Eltham Bus Station on 9th January 2015. Compared to 7747VW/7748VW, the new vans have TfL lettering and lack the roof racks.



Photo 4864, by **Derek Everson**, added to LTSV on 26/01/2015.

The allocation of infrastructure vans to West London locations seems to fluctuate more than elsewhere. For example, Uxbridge Station has sometimes had as many as four (see photo 3141), but more recently has been down to just one or two. Among these was one of the four Ford/Smiths electric Transit vans, which have spent the past month or so parked up at Acton Works. Just to confuse the matter, the Transit was generally parked in the bus station (with the Operations vehicles), due to the location of the charging point. Two of the new batch of Caddy Maxi vans were found at Uxbridge on the first day of 2015. One of these was 7900VW, photographed nearby on 21st January. Note the large roundel on the roof. The vehicle registration number may also be applied.



Photo 4865, by **Ray Monk**, added to LTSV on 26/01/2015.

The new LBSL Infrastructure Volkswagen Caddy Maxi vans appear to be replacing the mid-height Transporter vans previously used (one of which is in the left background here). As this view of 7902VW at Stratford Bus Station on 24th January 2015 shows, the difference in size between the two models is not that huge. The Transporter is a bit taller but the length appears to be about the same. A further difference is that the Caddy vans have cargo doors in both sides. Although this will limit the ability to fit racking etc inside, it should offer greater operational flexibility. Thirteen Caddy Maxis have been seen either in service or awaiting delivery. This may relate to the fact that there were 9 of the mid-height Transporter vans remaining, plus the four electric Transits.



Photo 4866, by **Ray Monk**, added to LTSV on 26/01/2015.

The oldest of the LBSL Infrastructure vans are 4 high-roof Volkswagen Transporter vans new at the end of 2009. It seems that the Caddy Maxi was not deemed sufficient to replace these, and a new batch of the larger vans was delivered in early 2015. RE64VZJ was caught about to enter Acton Works on 19th January 2015 (similar RE64JPY had just gone in). At this stage the vans were unmarked and lacked light-bars.



Photo 4867, by **Kim Rennie**, added to LTSV on 26/01/2015.

Nissan e-NV200 electric van VX14AUY appears to be in use by London Overground at present, although it still carries LUL livery with the 'green' additions. On 23rd December 2014 it was found parked at Hoxton Station. Whilst hybrid power now seems to be standard for certain vehicles (notably TfL cars), it appears to be taking a long time for the more widespread adoption of green propulsion.



Photo 4868, by **Ray Monk**, added to LTSV on 26/01/2015.

London Overground's Silwood Depot was completed late last year, in time for the delivery of the first 5-car class 378 EMUs. However, the vehicle parking area still has a very temporary look to it. On 7th January 2015 Ray found Nissan e-NV200 van VX14AUJ charging-up there. It is not clear if this van is on trial with LOROL or if it has replaced one of their diesel vans (two of which are visible in the background).



Photo 4869, by **Derek Everson**, added to LTSV on 26/01/2015.

Buses Excetera is one of the most recent (and mostly unusually named) bus operators in the region. Centred on the Guildford, Dorking and Epsom areas, an interesting fleet of vehicles is operated in a bright white and blue livery. One notable aspect of the fleet is that most buses are given personalised number plates, and then have matching fleetnumbers applied. Seen here at Guildford Bus Station on 5th January 2015 is MCV Evolution (or 'eVolution') J20, being attended by Ford Transit van PK54OFN. Although wearing company livery, the van is unmarked. I'm not an expert on 'country' area buses, so I can't tell you who runs the startling pink Dennis Dart parked behind.

Comment by *KeithD* on 27/01/2015: I think that the dart is operated by Stagecoach

Comment by *Thomas Young* on 28/01/2015: Correct. Derek has advised that it is Stagecoach 34853 (GX06DXB).



Photo 4870, by **Ray Monk**, added to LTSV on 26/01/2015.

Photographed passing the rather dingy frontage of Arriva London's Barking (Dagenham) garage on 23rd January 2015, FL14HAX is a Vauxhall Corsa car in use as a crew ferry vehicle. It carried fleetnumber 216 on the rear, following on from the batch delivered to Edmonton Garage earlier in 2014. The latter ran to 214 so there may be more yet to be reported.



Photo 4871, by **Derek Everson**, added to LTSV on 26/01/2015.

Coming under both the 'girl and the SV' and 'man under bus' categories, this photo taken in Bournemouth on 18th September 2014 shows Yellow Buses Land Rover support vehicle K300DTS. Yellow Buses is the current name for what was once Bournemouth Corporation Transport, while the registration number of the Land Rover probably dates back to the time when coach operator Dorset Travel Services was also owned. The bus also has a personalised number plate and is not as old as this suggests. R17TYB is an Optare Tempo new in 2009. Along with London United, Yellow Buses was owned by French company Transdev but passed to French company RATP when Transdev was merged with French company Veolia Transport! Plus ca change. One final point about this vehicle. Two web addresses are shown on labels on the cab door. These are www.bybus.co.uk, and the rather strange www.globybus.co.uk (surely more suitable for a company serving Sellafield!). Apparently the multi-trip tickets for Yellow Buses are called Glo Cards. The domain www.gobybus.co.uk had already been snaffled by National Express.

Photo 4872, by **Alan B Cross**, added to LTSV on 26/01/2015.

I'll end today with a dip into the archives for a photo that enables me to discuss two recent topics. Alan's excellent photo of Bedford OSBT tipper 917B parked outside Bowles Road Permanent Way depot on 10th February 1952 was included in the SUP15B publication. Note the bar across the lower part of the side window. This also features on preserved Bedford mobile canteen 702B and I was recently asked if I knew it's purpose. It seemed to me it was probably an arm-rest for use by the driver (or passenger for the one on the nearside), especially since turn indicating had to be done manually on these vehicles. However, it was suggested that the use of a half-round section - with the 'sharp' edges facing upwards and downwards - made this unlikely. Clive did some digging and found that the bars appeared on many (but not all) LT Bedfords from September 1949 onwards. He put forward the notion that it was to protect the top edge of the window glass, since Bedfords did not have the metal protective strip found on Leylands and other types. The use of half-round section may have just been to simplify the mounting of the bar at each end. Does anyone have any further ideas? While on the subject of window bars, I noticed that our picture of 895B (see photo 4288) has them, but also an additional bar further up. Another mystery! The second topic is vehicle histories. A few years ago I discovered London Transport's 'Variations in Rolling Stock' documents. These were day-to-day records of all changes (transfers, deliveries, disposals etc) affecting the road vehicle fleet. It seemed that I would be able to build up a complete allocation history for each vehicle operated during the period that these documents covered (broadly 1939 to about 1985). However, after doing an awful lot of data entry it has become clear that the variation sheets are not 100% comprehensive. Taking 917B as an example, its delivery and entry to service at Lillie Bridge in 1949 is shown. But the next entry shows it transferred from Chiswick to Rye Lane in 1950. Then the next says it was withdrawn at Bowles Road in 1952. It soon returned to use at Bowles Road but the next entry after that says it was transferred from Charlton to Chiswick and delicensed in 1956. The remaining entries between then and 917B's disposal in 1958 appear to be complete, and they do include a spell at Charlton. However, it is clear that some of the information is either missing or incorrect. As such I have put the addition of more history records on hold whilst I ponder a solution.

Photo 4873, by **Derek Everson**, added to LTSV on 09/02/2015.

Derek has made several visits to Bollo Lane over the winter, and he very kindly sent me a CD with a load of photographs on. Despite contending with the poor light (and a camera fault), most of the images are excellent, and some of the subjects were very interesting. First up is this view of MAN demountable lorry 2588 arriving at the Works on 21st January 2015. Although it is slightly blurred, I have included this shot for two reasons. Firstly, the lorry seems to have lost the high-level exhaust pipe it had last time it was shown (see photo 3329). I believe these were fitted to stop the exhaust from staining box bodies when these were carried. Perhaps the delivery of re-bodied lorry WX08KUY (see photo 4798) means the demountable box bodies are no longer used. The second point of interest is the body being carried here. It is unfortunate that its number is not visible, since I cannot positively identify it. It has deeper dropsides than any I have seen before and also lacks the wheelarch cut-outs that several bodies were modified with to enable their use with the Volvo chassis. Of the three short bodies with plain dropsides, only DB10 (see photo 1803) did not gain these cut-outs. My best guess would therefore be that this is DB10 with new doors. Further reports or photographs would be appreciated.

Photo 4874, by **Derek Everson**, added to LTSV on 09/02/2015.

Compared with the previous picture, this MAN demountable lorry still has the high-level exhaust pipe, and the number of the body can (just) be made out. DB13 is of some interest itself. It spent several years out of use in the yard at Acton, with its sides and ends removed (see photo 1175). By 2011 it was refitted with the rearmost pair of dropside doors (plus rear doors) and re-entered service. This is the first time it has been photographed in use, still without some of the doors. Approaching Acton Works on 28th January 2015.

Photo 4875, by **Derek Everson**, added to LTSV on 09/02/2015.

Don't tell me, this is a very rare vehicle, right? Well, yes, but it also presents something of a mystery. Ford Tourneo minibus 6211F was new back in May 2007 and allocated to Stratford Market Depot. It replaced similar 5552F, which was very rarely seen and never photographed (apart from a very ropey shot through the fence at Acton in 2007). Unsurprisingly, 6211F was also very rarely reported and never photographed. Then in spring 2014 it appeared to have been replaced by new Volkswagen Transporter minibus 7791VW (see photo 4822). As it was by then almost 7 years old, we expected 6211F to be disposed of, and indeed there were no more sightings reported. However, in September 2014 it was relicensed for another 6 months (to April 2015), only to be delicensed the following month. I was therefore very surprised to see this photograph of it coming down Bollo Lane on 28th January 2015. At the time it was still unlicensed so it must have been running on trade plates. Also of note is that the Tube Lines lettering it latterly carried had been replaced with the current style of LUL/TfL markings. Speculating a bit, perhaps it was returned to Acton in 2014 and kept as a spare. The October delicensing could have been the result of accident damage, and perhaps this photo shows it returning to Acton after repairs. Any further reports of this vehicle, now one of the oldest in the leased fleet, would be welcomed. I will also keep an eye on the DVLA database to see if it gets relicensed.

Photo 4876, by **Ray Monk**, added to LTSV on 09/02/2015.

Fleetnumbers 6907F to 6940F appeared in mid-2010 on a large batch of long-wheelbase Ford Transit crew vans allocated mainly to Acton Works. Disposals of the batch started in mid-2013 but around half survived into 2015. The first nine of the batch featured roof-racks, as shown by 6909F at East Acton on 31st January 2015.

Photo 4877, by **Derek Everson**, added to LTSV on 09/02/2015.

Another Ford Transit from the batch numbered 6907F to 6940F, this is 6924F about to turn into Acton Works on 12th November 2014. As with many of this batch, it is most commonly seen at night.

Photo 4878, by **Derek Everson**, added to LTSV on 09/02/2015.

The Ford Tourneo Connect was never common as a service vehicle, just 14 having featured in the central fleet since 2005. The last (for now) were 6848F at Ruislip and 6965F across London at Hainault. Both were withdrawn and passed to British Car Auctions in early 2015, and on 22nd January they were seen waiting their turn to be auctioned at Blackbushe. Note the slight differences in the livery applications. 6848F (in front) was the first vehicle to be shown on this website in the new LUL livery (see photo 2881). It has lost its wheeltrims somewhere along the line. By the way, the vehicle just peeping in from the left is Vauxhall Combo van 6732V.

Photo 4879, by **Ray Monk**, added to LTSV on 09/02/2015.

A new variation of LBSL Incident Response Unit livery was launched in 2015, featuring a white bonnet, roof and ... er... windscreen. Hang on, I'll start again.

London has not seen much serious weather this winter (so far at least). On 3rd February there was some snow but it had mostly gone by mid-morning. Ray braved the cold to capture this nice view of 6995M at Eitham Bus Station.

Photo 4880, by **Ivor Norman**, added to LTSV on 09/02/2015.

Autumn 2011 saw two sizeable batches of Volkswagen Caddy crew vans delivered and allocated (in the main) to Lillie Bridge Depot. 7154VW came in October but was not caught on camera until 22nd January 2015 when Ivor found it parked in Church Langley (Harlow).

Photo 4881, by **London Spotter**, added to LTSV on 09/02/2015.

Volkswagen Caddy Maxi crew vans 7256VW to 7261VW are what I would call rare vehicles. Initially based at Westferry Circus (hidden away in the underground car park) and seen out only at night, a couple have been moved to more accessible locations in recent months. In early 2015 7258VW was (temporarily?) based at High Barnet Station, where it was photographed on 19th January.

Photo 4882, by **Derek Everson**, added to LTSV on 09/02/2015.

Ford Transit Connect crew van 7275F is based at Hearne House at Acton Town but seems to make fairly frequent visits to Acton Works, as seen here on 17th December 2014. This is only the third Connect crew van for the central fleet (after low-roof 5687F and electric EU61CRZ). The Connect model itself has become rare in recent years and 7275F is one of no more than six remaining.



Photo 4883, by **Derek Everson**, added to LTSV on 09/02/2015.

A reminder of warmer days now. With the 2011 and 2012 batches of Incident Response Unit vans due to be replaced over the next few months, I thought I would check to see whether all of them had been covered on LTSV. They had, apart from 7290M. Based initially at Kingston, then at Morden, rather surprisingly I only ever received one photograph of it. Taken on 10th July 2013, the van was at the traffic lights outside Cromwell Road Bus Station in Kingston.



Photo 4884, by **Derek Everson**, added to LTSV on 09/02/2015.

The Mitsubishi L200 has been the 4x4 of choice for the central fleet since 2011. The first to arrive was 7318 in a unique all-white livery. As with 7136 (see photo 4451) delivered a few days later, it lacks a hard-top, the loadspace featuring a flat cover. Based at Acton Works, it was photographed on Bollo Lane on 21st January 2015.



Photo 4885, by **Derek Everson**, added to LTSV on 09/02/2015.

A slightly blurry but interesting shot, taken outside Acton Works on 21st January 2015. Nearest the camera is Mitsubishi L200 7340. New in spring 2012, this was the first such vehicle to be fitted with a glazed hard top (since joined by the trio at Baker Street). Ahead of this is lifts and escalators Transit dropside 7218F, while on the right is MAN lorry RK14ETT. The latter appears to have been reversing back into the works for some reason.



Photo 4886, by **Derek Everson**, added to LTSV on 09/02/2015.

Now this may look like a slightly iffy photo of a very ordinary van but it is in fact... just that. What sets Renault Kangoo Maxi 7427R apart from the 100-odd similar vehicles in the fleet is that it is usually hidden away at Cockfosters Depot. Apart from a questionable sighting of it at Edgware Road Station, it has only been seen by two people. Out of interest I checked the database to see how many current central fleet vehicles (excluding very recent deliveries) had not been seen by either Ray or Steve, our two biggest 'reporters'. The answer was just six, including 7427R. On 17th December 2014 the van was caught heading in to Acton Works.

Comment by *Thomas Young* on 17/02/2015: It often seems that as soon as I state or assume something on this website, it becomes outdated or wrong! Within a week of posting this photo, 7427R spent some time parked at Bollo House in Acton. Thus both Ray and Steve have now seen it.



Photo 4887, by **Derek Everson**, added to LTSV on 09/02/2015.

At last I can properly illustrate unique Land Rover Freelander 7429LR. This car was new in April 2012 but then spent over a month in the front car park at Acton Works. As such, lots of people saw it but nobody could get a photo of it. Where it went next is a mystery. It was found on Google Street View parked near to Templar House (Holborn). Then a document was seen that listed it as being at the Palestra building in Southwark. If correct, it is most likely kept hidden in the underground car park there. Finally, on 28th January 2015, Derek caught 7429LR approaching Acton Works.



Photo 4888, by **Derek Everson**, added to LTSV on 09/02/2015.

Vehicles 7576 to 7591 were delivered over the winter of 2012/2013 in plain white livery. Of these, Ford Transit van 7584F was the last to arrive, and the only one to have a '13 registration. Several of the batch have been given full livery in recent months, perhaps surprising given that leased vehicles are usually only kept for 3 or 4 years. 7584F gained full LUL livery (with the latest TfL lettering) sometime in 2014, and it was photographed passing Acton Works on 28th January 2015.



Photo 4889, by **Derek Everson**, added to LTSV on 09/02/2015.

The Baker Street offices are now home to a trio of Mitsubishi L200 4x4s plus Ford Mondeo response car 7742F. One or two mail vans are normally present as well, as in this view taken on 28th January 2015. On the left is Fiat Doblo Maxi 7658R, one of six added in May 2013. No further examples of this make have been taken since. In the middle is Renault Kangoo Maxi 7658R, now one of the most common models in the central fleet. Mondeo 7742F completes the line-up.



Photo 4890, by **Derek Everson**, added to LTSV on 09/02/2015.

The Emergency Response Unit has two vans in use at present, comprising jumbo Ford Transit 7726F and Renault Kangoo Maxi 7727R. The former was found parked on Bollo Lane on 17th December 2014.

Photo 4891, by **Derek Everson**, added to LTSV on 09/02/2015.

Volkswagen Caddy van 7814 was new in May 2014 and carries LUL livery with Transport for London lettering. It is most likely based at Stratford Market Depot but was photographed approaching Acton Works on a gloomy 28th January 2015. Note that the fleetnumber lacks the manufacturer suffix.

Photo 4892, by **Ray Monk**, added to LTSV on 09/02/2015.

The Ford Transit Custom was launched in 2012 and replaced the smaller (front wheel drive) versions of the Mk7 Ford Transit. However, it has yet to see much use as a service vehicle in London. Stagecoach have taken several minibuses for use as crew ferries, while just three vans have been added to the central fleet, all in mid-2014. 7815F was one of these, and has low-roof bodywork. Based at Pelham Street in South Kensington, it was photographed near East Acton Station on 31st January 2015. No more Customs have been added since, and the larger of the new Transit models (the Mk8) has yet to be used at all, which seems to have contributed to a dearth of deliveries for the leased fleet.

Photo 4893, by **Dave Cousins**, added to LTSV on 09/02/2015.

The first of the new LBSL Volkswagen Transporter vans to be seen in use was RE64JNZ, photographed at Stratford Bus Station on 4th February 2015. I had suspected that these would be given fleetnumbers somewhere in the vicinity of the VW Caddy vans recently delivered for LBSL (7891VW to 7902VW). However, it was carrying 7834VW. Four of the previous high-roof Transporters remained in use (6821-6823/6825VW), so perhaps we will now get four (7834-7837VW) to replace them. Adjacent numbers 7833 and 7838 were assigned to vehicles delivered last autumn. Apart from some slight frontal restyling, and the change to TfL lettering, the new van looks very much like the old ones.

Photo 4894, by **Ray Monk**, added to LTSV on 09/02/2015.

The latest Incident Response Units for LBSL are fairly easy to distinguish from earlier batches. From the front, the restyled grille will be apparent, while from the side the lettering and roundels have been repositioned. From the back the big giveaway is the lack of rear windows on the new vans. 7863M was photographed at Eltham Bus Station on 25th January 2015 and can be compared with older 7288M visible in front. The prominent yellow bumpers are another sign.

Photo 4895, by **Ray Monk**, added to LTSV on 09/02/2015.

Just an ordinary car on an ordinary street. Only a real SV-head would give this a second glance. I did when it passed me in Harlesden a couple of years ago, and Ray did when he found it parked in East Acton on the last day of January 2015. Vauxhall Astra hatchback T376MGY was part of the Streets fleet taken over by TfL. Unlike sister T375MGY (see photo 1787), there is no evidence that this car ever carried Streets livery. As to whether Ray waited until a girl was also in the frame, well I'll leave it to him to answer.

Photo 4896, by **Ray Monk**, added to LTSV on 09/02/2015.

The crew ferry cars used from Metroliner's Potters Bar garage are now all the group standard Renault Grand Scenic, of which there appear to be four. Newest is LY64EKV, caught leaving the garage on 2nd February 2015. Note that the car is unmarked. Most Metroliner crew ferry cars at least have small roundels. As for the livery, the DVLA calls it red, but I think maroon or burgundy would be more accurate.

Photo 4897, by **Ray Monk**, added to LTSV on 09/02/2015.

Although step-entrance buses have been extinct in London service for a number of years, one or two can still be seen around. Metroliner retained Dennis Dart DP275 for use as a crew rest room at the DuCane Road terminus at East Acton. Since it was last shown in 2013 (see photo 4432), the bus has been given a smart (and much-needed) repaint into overall red.

Photo 4898, by **Derek Everson**, added to LTSV on 09/02/2015.

An interesting photograph taken at Acton Town Station on 21st January 2015 shows Allelys DAF XF tractor unit T200AHH moving D-stock car 7065 across the junction. Although it may appear as though it had come up Bollo Lane, as the tyre tracks show, this was not the case. It had in fact reversed down Museum Way, the train having presumably been loaded in the rear yard of the museum depot. The select registration T200AHH disguises the fact that this DAF was new in 2009. Now that all the A and C stock trains have been withdrawn, deliveries of new S stock are replacing the relatively young D stock on the District Line. An interesting plan being considered is to fit diesel engines to the redundant trains and use them to replace Pacer units on regional railway services. It amazes me that moving railway stock by road is now considered the norm, not just for LUL stock but also for former BR locos and coaches.



Photo 4899, by **Derek Everson**, added to LTSV on 09/02/2015.

Caught coming out of Acton Works on 28th January 2015, VX56KFV is only the second example of the American make Kenworth to be illustrated on this site (see also photo 4582). Both were operated by Dunstable-based recovery firm Stathams, although the size and livery of the two trucks differs considerably. This larger truck, with its impressive fiery paint job, was towing Mercedes-Benz Axor dropside lorry WX08KUV.

Comment by *richard* on 12/02/2015: this is ex GM recovery of Manchester , hence why its in different colours



Photo 4900, by **Thomas Young**, added to LTSV on 01/03/2015.

Emergency Response Unit tender 2595 was photographed on the Bollo Lane level crossings on 18th February 2015. Of note is that it now has some sort of fitting on the roof, presumably to carry and off-load ladders. It also now has Transport for London fleetnames in place of the Tube Lines logo.



Photo 4901, by **Thomas Young**, added to LTSV on 01/03/2015.

A view of the lorry yard at Acton Works on 18th February 2015 shows some of the regular resident lorries to the fore. From the left, Iveco Stralis demountable LK08LDY was fitted with curtainside body DB23. Note that this lorry now sports a grey replacement front bumper just like sister LK08LDV (see photo 4230). Next is larger Stralis 3-axle lorry LK08BHX, loaded with bags and operating without its dropside doors. Near the centre is MAN TGM lorry RV12OEY while on the right is Iveco EuroCargo lorry 2602, still with the grey corner panel it has had since at least 2012. Partially visible behind are (on the left) Emergency Control Unit body DB25 - perhaps its chassis 2488M was away for maintenance - and (on the right) two new Mercedes-Benz Sprinter vans awaiting delivery to LBSL. Also new is the huge mural on the tower block in the background.



Photo 4902, by **Thomas Young**, added to LTSV on 01/03/2015.

Another view of Acton Works lorry yard on 18th February 2015, this time showing lorries RV12OEZ and 2589, the latter being fitted with crew-cabbed box body DB14. Note how the extended exhaust pipes on the MAN demountable lorries are not quite tall enough to prevent staining of full-height bodies. On the left is former British Transport Police Iveco Daily rescue tender KE05JLV, now sporting fleetnumber/callsign B91. On the back row are 7161-7163F, three of the four Smiths electric powered Ford Transit vans latterly used by LBSL infrastructure. This trio has been out of use at Acton since December 2014, while the fourth (7160F) seems to have disappeared. Visible on the right are free-standing demountable bodies DB01 and DB15.



Photo 4903, by **Ray Monk**, added to LTSV on 01/03/2015.

Ford Transit dropside truck 6870F was new in March 2010 and has been seen at various locations, usually at night. Since it is now coming up for five years old, it probably won't be around for much longer. On 20th February 2015 Ray found it parked in Acton on Bollo Lane, just between Bollo House and Smallbills Garage. As with many LUL Transit dropside, 6870F is long-wheelbase and features a crew-cab and tail-lift. However, it does not have the extended chassis frame (ECF) option. On vehicles with the 'one-stop' style of bodywork, these can be recognised by having three dropside door hinges, compared to four on the ECF models such as 7701F (see photo 4617).



Photo 4904, by **Thomas Young**, added to LTSV on 01/03/2015.

Some changes have been made at Lillie Bridge Depot recently. The entrance by West Kensington Station has a new security point, and now seems to be used a lot more for vehicle movements (despite the narrowness of Beaumont Avenue). At the east end of the depot, the area between two of the buildings has been given over to vehicle parking. Previously there were two tracks here for stabling engineers trains (as seen in 2009 in photo 2574). This area can be clearly viewed from the Cromwell Road bridge but only a few of the vehicles will be identifiable. On 18th February 2015 at least 14 service vehicles were visible, most of them Ford Transit dropside. Leading on the right was Volkswagen Caddy crew van 7118VW, based here since September 2011 but infrequently reported.



Photo 4905, by **Thomas Young**, added to LTSV on 01/03/2015.

Peugeot Partner Tepee cars 7221-7230P were new in late 2011 and are based at Lillie Bridge Depot. On 18th February 2015, 7221P was visible in the gap between the buildings, surrounded by Ford Transits, including one of the Plant Services Mobile Maintenance Units (6858/6859F).



Photo 4906, by **Ray Monk**, added to LTSV on 01/03/2015.

Two unusual visitors to Bollo House in Acton on 14th February 2015 were Tube Lines liveried Renault Kangoo Maxi van 7427R and London Buses Incident Response Unit 7003M. As recently mentioned (see photo 4886), the former is normally kept at Cockfosters depot, while the red van had just been replaced by a newer example at Stratford City Bus Station.



Photo 4907, by **Derek Everson**, added to LTSV on 01/03/2015.

Caught on Coomber Way in Beddington on 4th February 2015, Ford Transit dropside truck 7590F was one of several new in plain white livery in late 2012 (see photo 4326). Allocated to the Tramlink depot in Therapia Lane, it was given their white/blue/green livery in autumn 2014. Note that unlike similar 7627F (which was delivered in this livery, see photo 4400), the bodywork on 7590F remains white. Some other changes made to 7590F are the fitting of spot-lights to the bolster, a small non-standard light-bar on the cab roof, and high-visibility markings on the mirror casings.



Photo 4908, by **Thomas Young**, added to LTSV on 01/03/2015.

Lillie Bridge Depot is home to a large number of service vehicles, some of which can be seen from the Cromwell Road bridge. On 18th February 2015, Ford Transit minibus 7603F was found. Although 2 years old, this vehicle has only been reported a handful of times, always at night.



Photo 4909, by **Thomas Young**, added to LTSV on 01/03/2015.

A large proportion of the service vehicles based at Lillie Bridge were new in 2011/2012, with relatively few additions since. So to find two newer vehicles parked together on 18th February 2015 was a bonus. Ford Transits 7608F and 7671F are both long-wheelbase crew vans new in March 2013.



Photo 4910, by **Ray Monk**, added to LTSV on 01/03/2015.

Delivery of new Incident Response Units for London Buses is continuing fairly rapidly, with at least 26 reported by the end of February 2015. 7862M was photographed at Hanger Lane on the 14th of that month, being one of several based at Acton Works.

Photo 4911, by **Dave Hooker**, added to LTSV on 01/03/2015.

In June 2013 Morden Station replaced Sycamore House (Thornton Heath) as the base for London Buses Operations vehicles covering South and South-West London. Up to eight of the Mercedes-Benz Sprinter Incident Response Unit vans are based there, and the location was among the first to receive replacement vehicles in early 2015. By 10th February (when this excellent photo was taken), four new vans had been delivered. From the front these are 7874M, 7864M, 7870M and 7867M. Completing the line-up is an un-identified example from the 2012 batch. The subtle design changes around the headlights and grille can be seen.

Photo 4912, by **Ivor Norman**, added to LTSV on 01/03/2015.

Sitting in a damp Turnpike Lane Bus Station on 19th February 2015 is recently delivered Mercedes-Benz Sprinter van 7877M. Several more new vans are expected here to replace the remaining 2011/2012 IRUs.

Photo 4913, by **Ray Monk**, added to LTSV on 01/03/2015.

Towards the end of 2014 at least 18 Volkswagen vans with RE64xxx registrations were delivered, mainly for London Buses. One other was Caddy Maxi crew van 7908VW for LUL. It was allocated to Rickmansworth, where it replaced Vauxhall Combo van 6732V (see photo 3200). The new van was photographed parked outside the station on 25th February 2015.

Photo 4914, by **Ray Monk**, added to LTSV on 01/03/2015.

There was a significant hiatus in deliveries of Ford vehicles for the central fleet for most of 2014, most likely due to the introduction of the new Transit range. The new models appear to have gained acceptance and deliveries restarted in early 2015. 7926F is the first example seen of a Ford Transit Custom configured as a crew van. Two were delivered to Frank Pick House at Acton in February 2015, with three more expected. Photographed at home on 14th February 2015, it was parked alongside unique Mercedes-Benz Sprinter dropside truck 6695M, now over 6 years old.

Photo 4915, by **Kevin Bullions**, added to LTSV on 01/03/2015.

The revised Transit Connect van is also now featuring in deliveries, with two being sent to Hearne House in Acton. One of the pair (7931F) was photographed rather far from home, at an engineering firm in Burton-on-Trent on 10th February 2015. Although not readily apparent in this view, this is a long-wheelbase example.

Photo 4916, by **Ray Monk**, added to LTSV on 01/03/2015.

An unexpected find at Acton Works on 12th February 2015 was 7946R, a new Renault Master minibus in LUL livery. Very similar in size and design to the pair of Vauxhall Movanos delivered to LBSL in 2014, the allocation of this new vehicle is not yet known. Consecutive registration LY64FPF is also on a service vehicle, Renault Kangoo Maxi van 7977R at Griffith House.

Photo 4917, by **Ray Monk**, added to LTSV on 01/03/2015.

The Mk8 Ford Transit (also known as the fifth generation) was launched at the beginning of 2013, and is built in Turkey in rear-wheel drive format only (smaller, front wheel-drive vans are now badged as Transit Customs). The last Mk7 Transit was built at Southampton in mid-2013, ending the production of Ford vehicles in the UK. Although the Mk8 soon became a common sight on UK roads, it was not until early 2015 that the first examples were reported as service vehicles. Among these was 7947F, caught heading down Bollo Lane in Acton on 16th February 2015. The new Transit is available with two wheelbases, three body lengths, and two heights. 7947F is a long wheelbase, high-roof example, and also had a light-bar and rear chevrons. Note how the large side moulding covers most of the area of the blue skirt. It also appears to be more slab-sided than the Mk7, resulting in the top of the van being almost as wide as the bottom.

Photo 4918, by **Thomas Young**, added to LTSV on 01/03/2015.

Ray did a good job capturing the first Mk8 Ford Transit photograph. By comparison, my efforts with the smallest of the new Transits leaves something to be desired. It will do for now though. The new Ford Transit Courier is based on the Ford Fiesta platform and is thus slightly smaller than the Transit Connect (based on the Focus). Production started (in Turkey) in 2014, with the first service vehicles being a batch delivered to Frank Pick House in Acton from January 2015 onwards. These will presumably replace the existing small vans (Peugeot Bippers and Vauxhall Astras) in the Lifts and Escalators section. On 18th February 2015 two new vans were parked in front of Frank Pick House. 7972F is nearest the camera with 7965F beyond. Ironically the Courier name has been used by Ford before (see photo 533), also for a Fiesta-based van, built between 1991 and 2002.

Photo 4919, by **Derek Everson**, added to LTSV on 01/03/2015.

The London Buses yard at Morden Station is home to a couple of other vehicles besides the Incident Response Unit vans. Seen there on 4th February 2015 were TfL-branded Toyota Yaris hybrid car LL14VKO and LBSL Ford Fiesta LM61JFG. The former was new in July 2014 and was based initially at Chancel Street in Southwark. The latter transferred across from Sycamore House in 2013 but is often to be found at Kingston or Eltham.

Photo 4920, by **Derek Everson**, added to LTSV on 01/03/2015.

Ford Fiesta van NC07EZF was acquired by Abellio in 2011 and was initially used in plain white livery (see photo 3799). Originally at Battersea, it later moved to Beddington Cross and gained fleetnumber 6716. By early 2015 it had been treated to this new livery of white with a green rear half. The lettering is to advertise the VOSA Authorised Testing Facility offered by the company. Photographed on 4th February 2015.

Photo 4921, by **Derek Everson**, added to LTSV on 01/03/2015.

Abellio uses youngish second-hand cars as crew ferries, typified by Ford Fiesta CP61BVW seen at Beddington Cross Garage on 04/02/2015. Most are given company fleetnames while many also carry four-digit fleetnumbers.

Photo 4922, by **Ray Monk**, added to LTSV on 01/03/2015.

In January 2015, Abellio gained the tender to operate trunk bus route 109 from Beddington Cross Garage. Presumably in connection with this, a number of Ford Galaxy cars were acquired for use as crew ferry vehicles. Four have been seen so far, all in un-marked livery. Black YP61KCC was photographed at the garage on 9th February 2015. Alongside is the recently re-liveried Ford Fiesta van NC07EZF. By the way, I am always hesitant to add photos and information about unmarked cars to the website, since there is a possibility they are privately owned by members of staff. However, in this case Ray made enquiries and determined that these were company vehicles.

Photo 4923, by **Ray Monk**, added to LTSV on 01/03/2015.

As mentioned recently (see photo 4830), the London operations of Metrobus were 'merged' with those of Go-Ahead London during 2014. However, it appears that they are retaining a little bit of individuality. HN13YNB was one of a batch of six Vauxhall Combo crew vans new to Go-Ahead London at Northumberland Park garage in mid-2013. About a year later five were moved to the former Metrobus garage at Croydon, in exchange for some Mercedes-Benz minibuses. Delivered in unmarked red, they are now gaining small Go-Ahead lettering and fleetnumbers in the former Metrobus series. It is notable that the Metrobus name is not featured however. It will be interesting to see if the two new Ford vans delivered in autumn 2014 (EU64SRV/SZR) now have fleetnumbers too. Photographed at Addington Village Interchange on 9th February 2015.

Photo 4924, by **Ray Monk**, added to LTSV on 01/03/2015.

This vehicle is less than 5 months old but is already with its second operator. Mercedes-Benz Vito crew van RK64OVL was one of two seen working from Go-Ahead London's Rainham garage in October 2014. By the following February it had moved to the former Metrobus garage at Croydon. As with Vauxhall Combo van HN13YNB visible in the background, it has now gained Go-Ahead lettering and a Metrobus fleetnumber. Photographed at Addington Village Interchange on 9th February 2015.

Photo 4925, by **Ray Monk**, added to LTSV on 01/03/2015.

A last minute addition to today's batch is this interesting car caught leaving Acton Works on 27th February 2015. EK64ZNN is a Hyundai ix35 fuel cell car, carrying the same TfL white/blue livery as the Toyota Yaris cars delivered last year. As well as being the first Hyundai for the central fleet, it is the first left-hand drive service vehicle since the two Bedford Lacre sweepers (BL1 and BL2) bought in the 1950s, and the first licensed left-hand drive vehicle since the Ford V8 lorries of 1941. It carries 'green leaf' cleaner air markings on the doors and has chevrons on the rear, together with the slogan 'Zero Emission with Hydrogen'. It is not known where it will be based but I think I spied a Buses roundel on the passenger's uniform. Ray later discovered that there are in fact two such vehicles, the second being in LUL livery.

Photo 4926, by **Ray Monk**, added to LTSV on 01/04/2015.

Looking a little down-at-heel was Renault Kangoo Maxi van 7346R, found parked outside Smallbills Garage on Bollo Lane on 5th March 2015. We have allocated this vehicle to nearby Bollo House as it was seen there a few times in its first year. It has most likely moved elsewhere since, and it has not been reported for over a year.



Photo 4927, by **Ray Monk**, added to LTSV on 01/04/2015.

Peugeot Partner Tepee car 7831P was new in summer 2014 and can often be found in the front car park at Acton Works, as here on 27th March 2015. Note that this actually carries fleetnumber 7831R.



Photo 4928, by **Derek Everson**, added to LTSV on 01/04/2015.

Volkswagen Transporter high-roof van 7835VW replaced similar 6823VW at Kingston Cromwell Road Bus Station in early 2015. It was photographed on 4th March.



Photo 4929, by **Ray Monk**, added to LTSV on 01/04/2015.

Of the four Volkswagen Transporter vans delivered for LBSL in early 2015, 7836VW seems to alternate between working from Uxbridge and Acton. On 27th March 2015 it was found parked on Bollo Lane. Note the folded mirrors and lights in the front grille.



Photo 4930, by **Derek Everson**, added to LTSV on 01/04/2015.

The delivery of new Incident Response Unit vans for LBSL seems to have paused, with no more additions reported in March. 7859M arrived in late January and is one of several based at Acton Works, near to which it was photographed on 11th March 2015.



Photo 4931, by **Derek Everson**, added to LTSV on 01/04/2015.
LBSL IRU 7880M was caught leaving Acton Works on 11th March 2015.



Photo 4932, by **Ray Monk**, added to LTSV on 01/04/2015.
March 2015 saw the delivery of a lot of Ford vehicles, most from the Hartwell dealership in Dunstable. Ford Transit Custom crew van 7915F was licensed and delivered on 10th March, being caught as it entered Acton Works. As can be seen, it was in unmarked white/blue livery. Within a week it had been given full LUL livery and entered service, most likely with the lifts and escalators section.



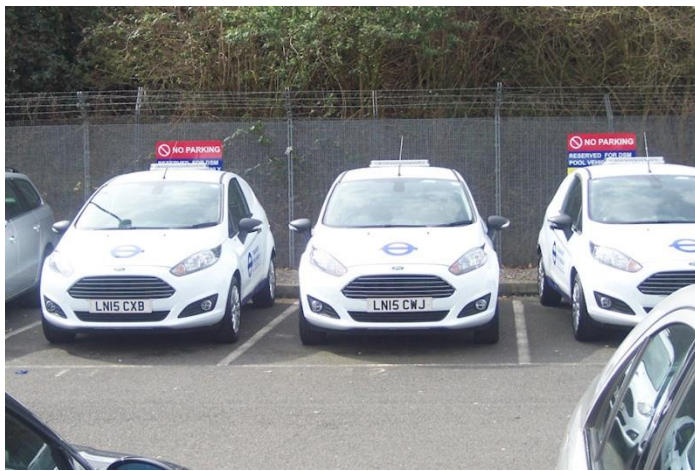
Photo 4933, by **Ray Monk**, added to LTSV on 01/04/2015.
The new Renault Master minibus seen at Acton in February (see photo 4916) was soon tracked down to Westdown Road in Leyton, where it was found to be one of a pair. This view was taken on 6th March 2015 from the adjoining playing field (which is now accessible once more, having been requisitioned for Olympics use). 7946R is nearest the camera, with similar 7945R parked between Ford Transits 7040F and 7512F. The Renaults have replaced silver Transit minibuses 6818F and 6819F.



Photo 4934, by **Ray Monk**, added to LTSV on 01/04/2015.
Part of the front car park at Acton Works is reserved for recently delivered vehicles, pending allocation. At weekends, when the car park is less full, vehicles here can sometimes be seen and photographed from the road. Present on 7th March 2015 were two Ford Fiesta hatchback cars in LUL livery (7953F on the left, and 7962F). At least two other Fiesta hatchbacks have been seen on delivery, and none of the other fleetnumbers in this range have yet been claimed. It could be that a batch is coming to replace the LUL Renault Modus cars. On the right is Toyota Yaris hybrid hatchback LK15VBV in TfL livery.

Photo 4935, by **Ray Monk**, added to LTSV on 01/04/2015.

Ray got the first 'good' photograph of a Ford Transit Courier van when he found 7970F parked at Frank Pick House (Acton) on 21st March 2015. This van had only been delivered a day or two earlier. The lifts and escalators section has taken at least 9 of these vans so far, with reported numbers in the range 7965F to 7973F. The 'Basking Shark' grille is shared with the current Ford Fiesta model (as can be seen from the photos before and after this one), while a larger version features on the Mk.8 Transit (see photo 4917).

Photo 4936, by **Ray Monk**, added to LTSV on 01/04/2015.

Delivered in the last week of March 2015 were a batch of Ford Fiesta vans for TfL. They have small light-bars and the same white/blue livery and solid roundels as carried by the recent Toyota Yaris cars, but they also have fleetnumbers. Five spent the weekend in the car park at Acton Works, where three were photographed on the 27th. Ray suggests they will perhaps replace the five existing vans in the TfL Streets fleet (Peugeot Bippers 6980P/6981P and un-numbered Vauxhall Combo vans LN11PDY/PJO/PZK).

Photo 4937, by **Lee Thatcher**, added to LTSV on 01/04/2015.

Photographed at London United's Twickenham garage (NC) on 14th February 2015 was Peugeot 206 van LS02TTE. This van spent many years at Edgware Garage, perhaps from new in 2002 but certainly by 2005. The van never carried Sovereign/London Sovereign lettering, but did gain Transdev fleetnames by 2007 (since removed). The small roundels have been carried throughout. It was last reported at Edgware in late 2013, and was certainly out of use by June 2014 (unlicensed). Twickenham garage was opened by NCP Challenger in 2005, that operator being renamed NSL in 2009. Later in 2009 the operation was sold to Transdev and merged with London United. Twickenham last ran buses in TfL service in spring 2013, since when it has been used for private hire and training buses and also for vehicle storage. The private hire fleet moved to Hounslow Heath during 2014, leaving behind Mercedes minibus RY03DXS (visible in the background).

Photo 4938, by **Derek Everson**, added to LTSV on 01/04/2015.

You're going to have to take my word for it, this is a service vehicle! This anonymous black Mercedes-Benz Vito minibus was acquired by Tower Transit last year and operated from the former First London garage at Lea Interchange. Tower Transit has taken on 3 additional bus routes in recent weeks, bringing their vehicles to locations such as Tumpike Lane and Chingford (where this photo was taken on 19th March 2015).

Photo 4939, by **Ray Monk**, added to LTSV on 01/04/2015.

Go-Ahead London's Blue Triangle operation is based at a rather remote garage in Rainham and thus requires several crew ferry vehicles. Having earlier standardised on Vauxhall Corsa and Combo vans, a varied fleet is now fielded. Ford Transit Connect crew van EK64CFZ (photographed on 23rd March 2015) was new in late 2014 and carries the standard unmarked red livery. It is very similar to EK64CFY based just across the river at Belvedere (see photo 4851). Also visible is Renault Kangoo crew van LX62CNA while the buses include 2 of the Optare-bodied Scania's recently transferred in from Metrobus.

Photo 4940, by **Ray Monk**, added to LTSV on 01/04/2015.

When Mercedes-Benz Vito crew van RK64OVL was transferred from Rainham to Croydon, it was given a fleetnumber in the erstwhile Metrobus series (8071, see photo 4924). I wondered whether the other vehicles added to the Metrobus garages recently would be treated likewise. The answer (for now at least) appears to be no, Ford Transit Connect van EU64SZR still being in unmarked red when photographed at Eltham Bus Station on 25th March 2015. The bus behind the wall is a WVVL still with London Central lettering. When route 453 was converted to New Routemaster operation during November 2014, the displaced Enviro 400s went to Camberwell where they replaced WVVLs. Most of the WVVLs went to the former Metrobus garage in Orpington to replace Scania's.

Photo 4941, by **Ray Monk**, added to LTSV on 01/04/2015.

Another 2014 addition to the crew ferry fleet at Rainham was Ford Fiesta van EX64YCS, seen at home on 23rd March 2015. In front (and rather dirtier) is similar EX64YDR). A third example (EX64YDA) has been seen in South East London. The buses on the left are in the Stagecoach London garage.

Photo 4942, by **Ray Monk**, added to LTSV on 01/04/2015.

Arriva PSM remains a mystery. It most likely refers to Property Services Maintenance or similar but I have been unable to verify this. The name has been seen on a handful of vans, the latest of which is Vauxhall Vivaro FP64WZB, photographed leaving Barking (Dagenham) garage on 23rd March 2015. The Vauxhall Vivaro model (and related Renault Traffic) was updated in 2014. Compared to the previous version (such as Arriva PSM's HV63MDK, see photo 4683), the use of black mouldings below the grille has been increased, while the headlamps have been swept backwards almost to the windscreen. The hump in the cab roof has been shrunk, and the side pressings are noticeably different.



Photo 4943, by **Ray Monk**, added to LTSV on 01/04/2015.

At least four of these Mercedes-Benz Vito crew vans were delivered to Go-Ahead London's Rainham operation in late 2014, although one has since transferred to Croydon. RK64OVM was photographed at Rainham on 23rd March 2015.



Photo 4944, by **Ray Monk**, added to LTSV on 01/04/2015.

Three Ford Transit Connect vans were found parked outside Metroline's CELF works in Perivale on 30th March 2015, having been licensed and delivered the previous week. All carried small light-bars, suggesting they will be used as engineering support vehicles. Nearest the camera is AY15LHN with AY15LHM behind and AY15LHK just peeking in on the left.



Photo 4945, by **Derek Everson**, added to LTSV on 01/04/2015.

Arriva London's Brixton garage is a lot nearer Streatham than Brixton. Photographed leaving on 4th March 2015 was Sovereign Recovery Iveco Daily van HY63OTT. Just visible inside the garage is Renault Traffic van OU14LJV belonging to Wright Customcare (like OU61FDZ, see photo 4084). Brixton's route 137 was converted to Wright 'New Routemasters' in December 2014.



Photo 4946, by **Colin Lloyd**, added to LTSV on 01/05/2015.

Ford Transit van 7345F was caught moving through the shadows at Victoria on 17th February 2015. Although seemingly ordinary, it has a quite rare configuration of mid-height and medium wheelbase. Featured on quite a few crew vans and minibuses in the central fleet, the only other plain vans known to be of this type are 7528F and 7529F at Frank Pick House. Apologies to Ray by the way. After I had prepared this photo I realised that he had sent me a better picture of 7345F a couple of years ago.

Photo 4947, by **Ray Monk**, added to LTSV on 01/05/2015.

Renault Kangoo Maxi van 7482R is nominally allocated to Griffith House but can often be found parked in Blackheath during the day. I suspect this vehicle may have received a replacement front offside wing at some point. The nearside has a fleetnumber and the red stripe goes all the way up to the front wheel. Photographed on 8th April 2015.

Photo 4948, by **Colin Lloyd**, added to LTSV on 01/05/2015.

Ford Transit crew van 7512F lives at Westdown Road in Leyton and is usually only seen on the road at night. However, Colin caught it rounding Parliament Square on 17th February 2015.

Photo 4949, by **Ray Monk**, added to LTSV on 01/05/2015.

Renault Kangoo Maxi van 7654R is a rare common vehicle, if you get my meaning. On 20th April 2015 it was seen arriving at Acton Works.

Photo 4950, by **Ray Monk**, added to LTSV on 01/05/2015.

It has been more than a year since I was last able to obtain an official list of the central service vehicle fleet. Such lists are essential in order to identify oddities such as this. Renault Kangoo van LV63XWP carries an anonymous grey livery but is allocated fleetnumber 7785R. It seems to have replaced similarly unmarked Kangoo van 7058R in early 2014, but its role, and the reason for its livery, is not known. Ray was on the ball when it popped out of Acton Works on 30th April 2015. By the way, the DVLA database lists as 'grey' a lot of vehicles that are actually silver, and I assumed that this was one of them.

Comment by *Kim Rennie* on 02/05/2015: Just needs a red LT fleetname on the door and black allocation details!



Photo 4951, by **Ray Monk**, added to LTSV on 01/05/2015.

We had been advised that all of the London Buses Incident Response Unit vans were to be replaced between January and May this year. Thirty had arrived by late February but that, so far, is it. For reasons unknown, the initial batch were given numbers 7841M and 7842M plus 7859M to 7886M. One of the odd pair was 7842M, photographed at Finsbury Park (Wells Terrace) Bus Station on 16th April 2015.



Photo 4952, by **Ray Monk**, added to LTSV on 01/05/2015.

At least three of the new IRUs are based at Turnpike Lane, including 7868M seen with resident Toyota Prius car LN61ZGR on 16th April 2015.



Photo 4953, by **Malcolm Conway**, added to LTSV on 01/05/2015.

Two for the price of one at Brixton on 16th April 2015. London Buses Mercedes-Benz Incident Response Unit 7870M (from Morden) leads Abellio Ford Transit crew van YS56XAK (from Beddington) into the morning traffic.



Photo 4954, by **Malcolm Conway**, added to LTSV on 01/05/2015.

Recent conversions of routes to New Routemaster operation have included the 15 in March 2015. One of the new buses is in the background in this view of Aldgate-based LBSL IRU 7873M passing St Paul's Cathedral on 4th April. This photo was taken in mid-morning, which suggests that earlier hybrid bus HV4 was actually working route 76 rather than N76!



Photo 4955, by **Derek Everson**, added to LTSV on 01/05/2015.

The last of the initial batch of IRUs to be reported was 7875M. Presumably new in February 2015, it was not seen until Derek found it parked at Harrow Bus Station on 1st April.



Photo 4956, by **Derek Everson**, added to LTSV on 01/05/2015.

It seems as though the new Mark 8 Ford Transit is being introduced into the central fleet in a very cautious way. Three vans were added in January 2015, and then the first dropside trucks appeared in April. On the 28th of that month, Derek caught two such vehicles leaving Acton Works. Looking brand new (it had only been licensed the week before), 7909F is a basic vehicle, without crew-cab or tail-lift. It does have the now-mandatory safety rails though. This vehicle was later seen at Frank Pick House, where it appears to have replaced earlier 7218F.



Photo 4957, by **Derek Everson**, added to LTSV on 01/05/2015.

The second Ford Transit Mk8 dropside truck seen at Acton Works on 28th April 2015 has also been allocated to Frank Pick House. 7910F differs from 7909F in having a tail-lift, and therefore may be a replacement for long-lived Mercedes Sprinter 6695M.



Photo 4958, by **Ray Monk**, added to LTSV on 01/05/2015.

The five TfL-liveried Ford Fiesta vans seen at Acton Works in late March 2015 (see photo 4936) had gone by mid-April, but we don't yet know where to. The first to be seen 'in the wild' was 7986F, found at Eltham Bus Station on 24th April. The normally resident TfL Toyota Yaris car LL14VOH (see photo 4723) was notably absent that day, so perhaps the van was covering. The car was back the next day, and the van was gone. Fleetnumbers for the other four vans are still required.

Photo 4959, by **Ray Monk**, added to LTSV on 01/05/2015.

As has been mentioned before (see photo 4934), the back row of the car park at Acton Works (nearest the railway lines) is often used for vehicles awaiting commissioning or disposal. On 30th April 2015 the 20 parking spaces contained an unprecedented 16 service vehicles, of which 13 were new. As luck would have it, Ray met one of his contacts, who kindly took him into the yard. The most interesting of the new vehicles was 8005H, a Honda CR-V car in LUL Incident Response Vehicle livery. The CR-V is described as a 'compact crossover' car, but 'estate' will suffice for LTSV! As well as a light-bar, the car has red/white Battenburg stripes, including a neat application on the front wheelarch. I would guess this vehicle will replace either Morden's LT59HWD or 7034VW at Bollo House. Parked alongside was 8023P, one of three new Peugeot Partner Tepee cars for LUL.

Comment by Ray on 09/05/2015: Good guess, Tom! It has replaced 6976F at Harrow-on-the-Hill!

Photo 4960, by **Ray Monk**, added to LTSV on 01/05/2015.

Last weekend (25th April 2015) the front car park at Acton Works contained three new Renault Kangoo vans for LUL, plus one of the Fiat Doblo Maxis from 2013. LX15HWO and LX15HWY had fleetnumbers 8010R and 8013R respectively. Similar LX15WMY had LUL markings but no fleetnumber on the nearside, and was also unusual for having a roof-rack.

Photo 4961, by **Ray Monk**, added to LTSV on 01/05/2015.

The first vehicles to be seen with fleetnumbers in the 8000 range were 8014R and 8015R, a pair of Renault Kangoos noted by Ray in the car park at Acton Works on 18th April 2015. Ray was back two days later and managed to capture both of the vans leaving, presumably on delivery to their new homes. Seen here is 8014R. The gap between new 'thousands' in the leased fleet used to be around 8 years. With the increased fleet size, it is now down to just over 4 years.

Photo 4962, by **Ray Monk**, added to LTSV on 01/05/2015.

More new vehicles in the car park at Acton Works on 30th April 2015. Nearest the camera is Peugeot Partner Tepee car 8022P, with Renault Kangoo van 8011R alongside. On the left, Renault Kangoo van LX15HWC has been moved forwards to allow the application of LUL markings. Unfortunately the fleetnumbers had not yet been done. I wish we could get that guy to become a reporter for LTSV! In the background is Ford Fiesta van LT15UMJ, one of five still awaiting lettering.

Photo 4963, by **Ray Monk**, added to LTSV on 01/05/2015.

Not all the service vehicles in the Acton Works car park on 30th April 2015 were brand new. Seen here are London Overground Volkswagen Transporter crew van 7776VW (which was also present earlier in the month), unmarked silver Peugeot Partner Tepee KX12WNV (which is included in the LTSV database since it carried labels for a time) and similar but LUL-liveried 8021P. Based on its registration series, the Volkswagen Caddy van on the right is unlikely to be a service vehicle.

Photo 4964, by **Ray Monk**, added to LTSV on 01/05/2015.

Ray has reported a number of vehicle sightings at 'Oldfield Grove ELLIMF', and I should perhaps add this as a location. As the sign on the Portakabins to the left shows, this is the East London Line Infrastructure Maintenance Facility, and it is located just to the north of Silwood Depot. A new vehicle seen there on 28th April 2015 was Volkswagen Transporter van 8043VW. The fact that the door runners do not reach the rear of the vehicle shows that this is a long-wheelbase variant.

Photo 4965, by **Ray Monk**, added to LTSV on 01/05/2015.

Honda CR-V car LD63VWK was probably taken into stock when new in early 2014. However, it was not added to the LTSV database until 2015, when it was first noted with LUL labels applied. Several cars (usually either blue or white) have been seen with labels, although they are often only temporary. As such, it is hard to know how to treat them here, since we don't normally cover unmarked cars. LD63VWK was caught leaving Acton Works on 20th April 2015.

Photo 4966, by **Barry Le Jeune**, added to LTSV on 01/05/2015.

Another car that started out as unmarked but which now carries labels is Ford Mondeo estate LT63WXS. This was parked at Hearne House (Acton Town) on 26th April 2015. The Museum Depot was having an open weekend and a new feature this year was guided tours of the Hearne House complex. This base is home to a small but varied fleet of service vehicles, most of which have now been shown on LTSV.



Photo 4967, by **Ray Monk**, added to LTSV on 01/05/2015.

A nice line-up of TfL Toyota Yaris cars at Chancel Street on 25th April 2015 features LL14VKP, LL14VKS, LL14VKR and two more un-identified examples behind. These cars are operated by TfL Streets and have replaced most of the white and orange Toyota Prius cars latterly based here.



Photo 4968, by **Ray Monk**, added to LTSV on 01/05/2015.

Ray photographed a Hyundai IX35 hydrogen fuel cell car at Acton Works in February 2015 (EK64ZNN, see photo 4925) and was told that a second example was in use in LUL livery. However, on 30th April 2015 he caught EK64ZNH at the same location, and in the same TfL white/blue livery. The left-hand drive configuration is apparent, as are the 'green' markings which read 'Hydrogen Cleaner Air For London'.



Photo 4969, by **Ray Monk**, added to LTSV on 01/05/2015.

Five Ford Fiesta vans were present in the car park at Acton Works on 30th April 2015, all still in anonymous as-delivered white/blue livery. Seen here are LT15UKS and LN15CYA, with Citroen Berlingo van 7577 (unmarked apart from fleetnumbers and noise-abatement notices) beyond. Note that Fiesta vans have black wing mirrors, while the cars have white ones (see photo 4934).



Photo 4970, by **Malcolm Conway**, added to LTSV on 01/05/2015.

The London bus tour operations run from Wandsworth Garage were sold by Arriva to the RATP group in September 2014, thus now being in common ownership with London United, London Sovereign and Quality Line. The main branding of 'The Original Tour' has been retained, as seen on Ford Transit Connect van EO06OCN at Trafalgar Square on 16th April 2015. This 'Emergency Support Vehicle' now has RATP Group lettering (along with the rather clever River Seine / face logo), although traces of the Arriva name can still be made out below.



Photo 4971, by **Ray Monk**, added to LTSV on 01/05/2015.

I took a gamble on this Mercedes Sprinter van being an Abellio service vehicle rather than a visiting contractor's vehicle, but confirmation or further sightings would be welcomed. Supporting the supposition, Abellio does often operate vehicles with minimal or no lettering, and the previous Fulwell engineer's van (LDV BK03ZFH, see photo 3222) was withdrawn last year. YK08VVZ was photographed at Fulwell Garage on 27th April 2015, with the crew ferry parking area on the left.

As you may have noticed, Abellio refer to this facility as Twickenham Depot, but it is part of the former London Transport Fulwell trolleybus depot, while the Twickenham name has also been used for other garages operated by LT and NCP/London United. Also, if I was to be totally accurate, I would have to spell Abellio with a lower-case A! Note the numbers above the doorways (one of which has been bricked up). These presumably date back to trolleybus days.

Comment by *Ray* on 01/05/2015: You're not old enough to remember trams!

Comment by *Thomas Young* on 01/05/2015: Thanks Ray. I'm not old enough to remember Trolleybuses either! However, I know that there were tram tracks in the rear yard of Fulwell until it was redeveloped for TGM in 2000. I presumed that the 'track' numbers would also be relevant to trolley wiring.

Comment by *Ray* on 02/05/2015: The tram tracks are slowly being uncovered again (probably by the ferry vehicles continually going in and out).



Photo 4972, by **Ray Monk**, added to LTSV on 01/05/2015.

Arriva London appears to operate quite a few anonymous service vehicles, mainly in silver or dark blue colour schemes. These seem to be for administrative functions rather than crew ferries or engineering support, and several can usually be found parked at the offices behind Wood Green garage (off Watsons Road). On 16th April 2015, Vauxhall Corsa van FG11YGY was found there, having been seen at Enfield Garage in 2013. Also visible is Vauxhall Corsa crew ferry car 110 (FP61YBN), normally working from Edmonton.



Photo 4973, by **Ray Monk**, added to LTSV on 01/05/2015.

Another 'maybe' at Abellio's Fulwell (AKA Twickenham) garage on 27th April 2015 was Ford Fiesta hatchback FH61EDU. Although unmarked, the vehicle was doing crew ferry work, and is of a type and vintage common in the Abellio fleet. Hopefully it will gain lettering in due course, and any further reports would be appreciated. Five other crew ferry vehicles are visible in the distance.

Photo 4974, by **Ray Monk**, added to LTSV on 01/05/2015.

Ford Transit Custom minibus YA13YJB is number 90902 in the Stagecoach London fleet, being new to Rainham Garage in 2013. During 2014 it moved to West Ham, where it still proclaimed to be a Rainham vehicle. However, by spring 2015 the lettering had been amended and now promotes the Learn and Earn bus driver recruitment scheme. On 30th March 2015 it was photographed arriving at West Ham Station on the regular crew ferry run from the garage.

Photo 4975, by **Derek Everson**, added to LTSV on 01/05/2015.

The Ford Transit Connect vans delivered to Metrolink's Perivale CELF works in early April 2015 soon gained company lettering. AY15LHH was still on site on 28th April (as was bus VPL214 in the background, see photo 4944). Curiously, similar AY15LHN (which was parked just out of shot on the right) had additional lettering that read 'Providing Engineering Support for London Buses'. By the way, I realise that the location links are still pointing to West Perivale Garage (which is in the same industrial estate). A separate location entry for the CELF will be added shortly.

Photo 4976, by **Derek Everson**, added to LTSV on 01/05/2015.

Somewhat unexpected was the delivery of several new service vehicles for London United in April 2015. London United has a youthful fleet, two large batches of vans having been acquired in 2012. Six unmarked red vans have so far been reported at the non-operational Twickenham Garage, including four Ford Fiestas and two Transit Customs. On 22nd April 2015, Ford Fiesta vans LS15CWX and LS15CZZ were seen. These vans appear identical to the Fiestas from 2012. In the background is Leyland Olympian bus J331BSH, latterly in the London Tour fleet recently acquired from Arriva. How the Enviro 400 bus alongside managed to park so close (given the size of the mirrors and the fact that the driver would have to get out) is a mystery!

Photo 4977, by **Derek Everson**, added to LTSV on 01/05/2015.

The two new Ford Transit Custom vans for London United are LS15OVF and LS15OXJ, both being visible in this photo taken at Twickenham Garage on 22nd April 2015. It remains to be seen whether these vehicles are to be based here, or moved elsewhere, perhaps to replace the 2012-vintage Ford Transit engineering vans. Either way, I hope they gain company lettering and fleetnumbers. Both vans are based on the long-wheelbase, high-roof Transit Custom.

Photo 4978, by **Colin Lloyd**, added to LTSV on 01/05/2015.

And now for something completely different, although as it turns out, surprisingly topical. Seen at King's Lynn Bus Station on 2nd March 2015 was AM58CDM, a Ford Transit Mk7 van belonging to Norfolk Green. Despite appearances, this is no longer an independent operator. Formed in 1996, and taking over the King's Lynn operations of First in 2011, the company was sold to Stagecoach in December 2013. Stagecoach has a reputation for sweeping away existing company names and colour schemes, but retained Norfolk Green for a while. However, today (1st May 2015) the operation was renamed as Stagecoach Norfolk. The bus on the left is one of the relatively rare Optare Spectras.

Photo 4979, by **Derek Everson**, added to LTSV on 28/06/2015.

I was rather surprised to see that Ford S-Max car 6221F remains in use, Derek photographing it leaving Acton Works on 28th April 2015. Now 8 years old, very little has been seen of it recently.

Photo 4980, by **Ray Monk**, added to LTSV on 28/06/2015.

In the leased fleet, the staff welfare vans are amongst the most long-lived. 6526F (fleetnumber not carried) was new in May 2008 and was still in use when found parked at Parsons Green on 13th June 2015. Many of these vans are based at Acton Works, where they can be seen in the lorry yard. However, 6526F appears to be kept elsewhere (most likely Ruislip depot), and has thus been reported on only a handful of occasions.

Photo 4981, by **Derek Everson**, added to LTSV on 28/06/2015.

Low-roof Ford Transit crew van 7092F was one a batch of four such vehicles (7089F to 7092F) new in spring 2011. Along with similar 7020F to 7030F, they worked mainly from Griffith House. In 2014, 7092F moved to nearby Edgware Road Station, making it easier to see during the daytime. It was parked in the yard there on 22nd April 2015, along with Renault Kangoo Maxi 7421R and Ford Transit van 7495F. Disposal of both batches of Transits is underway.

Photo 4982, by **Ray Monk**, added to LTSV on 28/06/2015.

Yet another nice catch by Ray, this one being outside Acton Works on 11th June 2015. Heading into the works is Ford Transit electric van 7161F, one of four added to the fleet in 2011. Initially used by London Buses Infrastructure unit and carrying their red/orange livery, they were all out of use by the end of 2014. Three then spent several months parked in the lorry yard at Acton before having their markings removed in spring 2015. All three have expired MOTs, so perhaps 7161F was just making a short trip from Smallbills garage. Heading in the opposite direction is Mitsubishi i-MiEV car WX10JSZ. Coincidentally this is also one of four electric vehicles that later had their livery removed. New in 2010, they had orange stripes and TfL Streets lettering and worked from Chancel Street in Southwark. Moved to Acton in 2013 or 2014 and later de-lettered, their current operator is not known.

Photo 4983, by **Derek Everson**, added to LTSV on 28/06/2015.

Most of the Lifts & Escalators fleet nominally based at Frank Pick House has been replaced over the past few months, and the older vehicles are regularly turning up at the auctions. On 30th April 2015, Derek found Renault Kangoo Maxi van 7177R at BCA in Blackbushe, with similar 7181R parked in front. As usual, the fleetnumbers, company lettering and logos had been removed.

Photo 4984, by **Ray Monk**, added to LTSV on 28/06/2015.

Ford Transit dropside truck 7212F can usually be seen parked in the yard at Edgware Road Station. A better photo was possible when Ray found it parked at Victoria Bus Station on 6th June 2015.

Photo 4985, by **Derek Everson**, added to LTSV on 28/06/2015.

Ford Transit crew van 7248F is one of several based at Frank Pick House in Acton, and was notable when new for carrying incorrect registration number LY12FYB. It is now one of the oldest vehicles remaining in the lifts and escalators fleet. On 28th April 2015 it was found parked at the bottom of Museum Way, opposite Acton Town Station.



Photo 4986, by **Ray Monk**, added to LTSV on 28/06/2015.

Ford Mondeo estate car 7380F was new in May 2012 and was based at Hearne House, Acton. On 18th June 2015 Ray caught it leaving there for perhaps the last time, having just been replaced by brand new 8049F (see photo 5016).



Photo 4987, by **Derek Everson**, added to LTSV on 28/06/2015.

This Ford Transit dropside truck was seen on delivery in November 2012 but sightings since then have been sporadic and not sufficient to determine its allocation. Now fitted with safety rails, it was seen leaving Acton Works on 28th April 2015.



Photo 4988, by **Keith Grimes**, added to LTSV on 28/06/2015.

7507F is a Ford Transit dropside truck that has been reported several times parked at Dagenham East Station. It was not photographed until 15th May 2015, when Keith encountered it on the roundabout at Trafalgar Square.



Photo 4989, by **Derek Everson**, added to LTSV on 28/06/2015.

Here's another vehicle that has been seen a lot but rarely photographed. Ford Transit crew van 7522F can usually be seen from passing trains at Neasden Depot, and is one of several vehicles there which make regular night-time trips to Baker Street and beyond. Making a rare visit to the Acton area on 28th April 2015, it was found parked outside Smallbills Garage.

Photo 4990, by **Ray Monk**, added to LTSV on 28/06/2015.

There was plenty to see in the front car park at Acton Works on 9th May 2015. Several older vehicles were present, presumably awaiting disposal. These included 7531F, a very rarely reported Ford Focus estate car from Stratford Market depot, and (on the left) 'Point Care' Renault Kangoo Maxi van 7474R. Recently delivered were Renault Kangoo Maxi 8019R (on the right), Ford Fiesta van LN15CYA (fleetnumber not yet known) and at least two Ford Fiesta cars.

Photo 4991, by **Ray Monk**, added to LTSV on 28/06/2015.

The two LUL-liveried Citroen Berlingo vans new in 2013 are very elusive, only being seen at night. Ray was thus lucky to find 7637C parked outside Smallbills Garage on Bollo Lane on 18th June 2015.

Photo 4992, by **Ray Monk**, added to LTSV on 28/06/2015.

These two Ford Focus estate cars were both new in July 2013, and have been noted variously at Arnos Grove, Stratford Market and in the car park at Acton Works. On 13th June 2015 they were at the latter location. 7691F (on the left) was still there a week later.

Photo 4993, by **Derek Everson**, added to LTSV on 28/06/2015.

Yet another rarely seen vehicle (and which as a result lacks allocation information) is Ford Transit dropside truck 7738F. It has been seen a few times on Bollo Lane (as here on 11th March 2015) and once at Lillie Bridge/West Kensington.



Photo 4994, by **Keith Grimes**, added to LTSV on 28/06/2015.
 Guess what! It's another 'rare' vehicle, although you wouldn't know it to look at it. 7770R is one of many Renault Kangoo Maxi vans in the central fleet. Trafalgar Square, 15th May 2015.



Photo 4995, by **Dave Hooker**, added to LTSV on 28/06/2015.
 New IRUs, take 1. The final 16 of the latest batch of Incident Response Unit vans all arrived during May 2015, several months after the first 30. The first 30 had all been pre-registered about 4 months before delivery, while the last group had a much shorter gap and thus featured '15' registrations. One of the first to arrive was 7845M, seen at Morden Station on 8th May 2015, 3 days after it was first licensed.



Photo 4996, by **Ray Monk**, added to LTSV on 28/06/2015.
 New IRUs, take 2. Aldgate Bus Station gained two of the May delivery of LBSL IRUs in the shape of 7846M and 7849M. Both were photographed at home on 6th June 2015.



Photo 4997, by **Derek Everson**, added to LTSV on 28/06/2015.
 New IRUs, take 3. Three of the 16 Mercedes-Benz Sprinter vans delivered in May 2015 went to Turnpike Lane Bus Station. Neatly lined-up on 3rd June 2015 were 7843M, 7852M and 7850M.



Photo 4998, by **Ray Monk**, added to LTSV on 28/06/2015.
 Unsurprisingly, Eltham took a couple of the latest IRUs, including 7851M photographed there on 18th May 2015. Comparison with older 7288M behind highlights the subtle changes to the headlamp shape.



Photo 4999, by **Ray Monk**, added to LTSV on 28/06/2015.
 IRU 7857M was sent to Edgware Bus Station where it replaced similar 7286M. It was found in their dedicated parking area on 1st June 2015.



Photo 5000, by **Ray Monk**, added to LTSV on 28/06/2015.
 The 5000th photo to be added to LTSV is nothing particularly special, showing recently delivered Incident Response Unit van 7858M (and earlier 7864M) at Morden Station on 23rd May 2015. It is appropriate that this is one of Ray's photos though, since he has continued to be the most prolific supplier of images.