



LONDON TRANSPORT SERVICE VEHICLES

FLEET INFORMATION

Part 3m – Photographs 6001 to 6500

Issue 1 – April 2021

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 (6,688 as at 13th April 2021), 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 They may therefore contain incorrect assumptions or superseded information.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 31st March 2021 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 6001 to 6500, originally published between July 2019 and November 2020.

Thomas Young, Abbey Wood, April 2021



Photo 6001, by **Ray Monk**, added to LTSV on 28/07/2019.

New and old in the van yard at Acton Works on 20th July 2019. Taking centre stage is recently delivered Ford Transit crew van 8843F, while one of the ten or so Renault Kangoo Maxi vans with MX19xxx registrations is on the right. The car to the left is Peugeot Partner Tepee 7905P, only occasionally reported, usually when visiting Wood Lane control centre at night.



Photo 6002, by **Ray Monk**, added to LTSV on 28/07/2019.

A largish batch of Volkswagen Caddy Maxi vans started appearing at the Cordwallis dealership in Bedfont from mid-May 2019, the first of which were delivered to Acton in early June. 8902VW was one of the first and was found parked under the railway bridge at Acton Works on 8th July 2019. This van (and 8901VW) do not have roof-racks, whereas similar 8905VW-8910VW do.



Photo 6003, by **Ray Monk**, added to LTSV on 28/07/2019.

Another of the RA19NVx-registered Volkswagen Caddy Maxi crew vans from Cordwallis is RA19NVX, now known to be numbered 8906VW and carrying (as with the others) LUL livery. This photo taken at Acton Works on 20th July 2019 shows the three roof bars fitted to most of this batch.



Photo 6004, by **Ray Monk**, added to LTSV on 28/07/2019.

The new Ford Transit crew vans delivered from July 2019 were numbered in various batches in the 87xx, 88xx and 89xx ranges. Medium wheelbase 8914F was in the van yard at Acton Works on 20th July 2019, with older 8287F alongside.

Photo 6005, by **Ray Monk**, added to LTSV on 28/07/2019.

The Nissan Leaf electric car has been given a 'meaner' front end styling recently (compare this photo with the much 'cuter' 8595N – see photo 5771), the first example for the central fleet being KE19EZA. Delivered in early July 2019, it was found in the Acton Works car park on the 12th, still in unmarked white/blue. A few days later Ray saw it again, now in LUL white/blue/red, although he was unable to see if it had been given a fleetnumber. Parked beyond is regular resident Toyota Prius car 8572T.

Photo 6006, by **Ray Monk**, added to LTSV on 28/07/2019.

When deliveries of Ford Transit Mk8s resumed in July 2019, early arrivals included at least two dropside trucks. LP19LYG was seen on the stub road at Acton Works on 18th July 2019, still in unmarked white/blue. Two days later it had been given LUL livery and moved the short distance to Frank Pick House.

Photo 6007, by **Ray Monk**, added to LTSV on 28/07/2019.

Most new vehicles for the central fleet tend to have their blue skirts applied before delivery, the lettering and department stripe being added at Acton. As recently mentioned (see photo 5953), a pair of VW Caddy Maxi crew vans arrived in May 2019 in plain white. RF19NKD was illustrated at the time, but I am now adding a photo of the other one (RF19NJN), since this has been reported working for LUL out of Stratford Market Depot still in unmarked white. The reason for this lack of livery is not known, although it is worth mentioning that Stratford also has an anonymous white VW Transporter minibus, RV17PZP. The minibus is officially un-numbered, though it does look as if it may have been ordered as 8423VW, this number remaining un-used. As for the two Caddy vans, when we next get an official list we will know if fleetnumbers are allocated or not. RF19NJN was photographed in the Acton Works car park on 3rd June 2019, parked beside TfL Toyota Yaris 8896T (notably not reported since).

Photo 6008, by **Derek Everson**, added to LTSV on 28/07/2019.

Stagecoach London used red Ford Transit Custom minibuses as crew ferry vehicles until 2017/2018, after which most were replaced by silver Hyundai I800 minibuses. The first of the latter to arrive was Scottish-registered SA17BSS, given national fleetnumber 93641. Rainham Garage (which the vehicle was photographed leaving on 9th July 2019) now has six examples. Curiously, West Ham Garage used to have more Transit minibuses than Rainham but has not had many replacements. Two I800s in unmarked liveries have been reported there but neither seems to have stuck around for long.

Photo 6009, by **Ray Monk**, added to LTSV on 28/07/2019.

Go-Ahead London has added at least twenty Mercedes-Benz Vito minibuses in the past year, all in unmarked red and mainly to replace similar older vehicles. Eight were new in autumn 2018 with RK68GVx registrations, some of which have only recently been reported. Six of this batch are based at the former Metrobus garage in Croydon (Beddington Lane), where Ray found RK68GVR and RK68GVZ on 1st July 2019.

Photo 6010, by **Derek Everson**, added to LTSV on 28/07/2019.

Every year during the Wimbledon tennis, a temporary parking space is created nearby for the buses used on services to local stations and central London. Seen there on 2nd July 2019 were a pair of new vans in unmarked red livery. Both are high-roof Ford Transit Custom vans operated by Go-Ahead London. Although broadly similar, EF19HFV is a short-wheelbase 280 model while EF19HHG beyond is a medium-wheelbase 300. Also, HFV has a short, old-style light-bar, while HHG has a wider, LED one. Derek was told that HFV will be based at Camberwell once the tennis is finished, while HHG will be a city 'runaround', with no fixed allocation. At least one further Transit Custom has since been delivered to Sutton Garage (EF19HFS).

Photo 6011, by **Peter Terry**, added to LTSV on 28/07/2019.

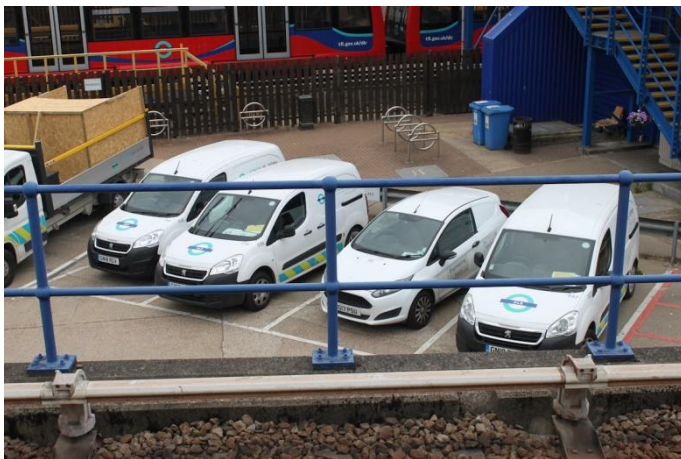
Seen attending to a tennis bus outside Wimbledon Station on 3rd July 2019 was recently delivered Ford Transit Custom van EF19HHG of Go-Ahead London. Although initially marked on LTSV as being short-wheelbase, the gap between the rubbing strip and the rear wheel shows that this is actually medium-wheelbase. If you have been affected by this error, please apply to the website administrator and you will receive a full refund.

Photo 6012, by **Derek Everson**, added to LTSV on 28/07/2019.

Go-Ahead London's Orpington garage (inherited from Metrobus) is somewhat remote from many of the bus routes that it operates. This results in a need for several crew ferry vehicles, and six of the most recent Mercedes Vito minibuses are based here. One destination they run to is Bromley North Station, which has a large bus standing area. Seen there on 2nd July 2019 were RJ19HSO, RF19UZP and RF19UZN.

Photo 6013, by **Dave Elison**, added to LTSV on 28/07/2019.

I have made half-hearted attempts to cover the Docklands Light Railway (DLR) support vehicle fleet on LTSV over the years, these falling into a grey area as to whether I consider them to be real 'service vehicles' or not. The fleet appears to have been renewed and expanded in 2018, and the new additions all have large fleet numbers applied. I have added the known vehicles to the database but there are plenty of obvious gaps. Another change is that many of the vehicles are now more visible, parking in Poplar depot very close to the platforms of Poplar station. Seen there on 13th July 2019 were (left to right) Peugeot Expert van 012, Peugeot Boxer vans 013, 009, 008 and 007 and Peugeot Boxer dropside truck 004. If you look closely you may notice that the dark grey car in the far corner (by the Portacabin) has a white roundel on the bonnet. This is Kia Niro 3 hybrid estate FP68KVV.

Photo 6014, by **Kim Rennie**, added to LTSV on 28/07/2019.

It was Kim who drew my attention to the DLR service vehicles at Poplar Depot. His photo of 23rd June 2019 shows several smaller vans parked to the right of the area in the previous photo. One problem with this location is the blue tubular fence. It is not too obtrusive but it has managed to block one of the registration numbers here, while another is obscured by the bridge deck. A better view could be obtained from a train on the track in the foreground and I will try that myself soon. The vans seen here are Peugeot Partners numbered (left to right) 010, 026 and 027. An interloper is Ford Fiesta van BG17PSU, which appears to be a temporary vehicle, having lettering on labels and lacking the green/yellow stripes. The dropside truck on the left is Peugeot Boxer 004, as also appeared in Dave Elison's photo taken a few weeks later. In the intervening period it lost the plywood enclosure it had at the back.

Photo 6015, by **Brian Ormerod**, added to LTSV on 28/07/2019.

Having featured models of service vehicles built by Kim Rennie (see photo 2060), Clive Greedus (5342) and Les Wrangle (2039), I can now add an example of the work of Brian Ormerod. He has created quite a fleet of 'traditional' era vehicles using a mixture of kits, die-cast models and scratch-building. He has also managed to include working features on several, such as the tail-gate on AEC Regal lorry 420W shown here. Two things however really lift these models to an exceptional level in my opinion. Firstly is their neatness. Looking at them it is hard to believe they are to OO scale. The glazing for example, often the downfall of models, is flawless. Secondly is the presentation. His models are superbly photographed, often with posed workers. I can recommend anyone to take a look at his Flickr collection, in particular the Bedford OSS mobile canteen and AEC Mercury tower wagon towards the bottom.

Photo 6016, by **Ray Monk**, added to LTSV on 15/08/2019.

Seen in the Acton Works car park on 1st August 2019 was LUL Volkswagen Golf estate 7889VW. This is one of the most elusive service vehicles, having only been seen one other time since it was new in 2014. Apart from a slightly shallower blue skirt, this car appears to be very similar to the other 20 Golf estates that have been used by LUL.



Photo 6017, by **Ray Monk**, added to LTSV on 15/08/2019.

Ford Fiesta 8203F only chalked up one sighting on LTSV during its life at suburban Hainault Depot. On 29th July 2019 it was seen leaving Acton Works on the back of a transporter, with signs of accident damage. It is very unlikely to return.

Comment by *Ray* on 29/08/2019: Repaired and back at Acton by 29th August 2019.



Photo 6018, by **Ray Monk**, added to LTSV on 15/08/2019.

There are currently ten Peugeot Partner Tepee cars allocated to Lillie Bridge, all numbered in a block as 8289P to 8298P. These cars are usually only active at night, and I don't have many photos of them. Ray noticed 8291P at Acton Works on 6th August 2019, with evidence of minor accident damage.



Photo 6019, by **Ray Monk**, added to LTSV on 15/08/2019.

I have published countless photos taken on Bollo Lane in Acton, but this is (I believe) the first actually taken 'on' Bollo Lane! Don't worry about Ray's safety though, I understand that the driver was aware of his interest and had stopped to allow the picture to be taken. The subject is of course 8830MIT, the recently-delivered Mitsubishi Outlander car with the unique 3-letter fleetnumber suffix. For anyone new to the subject, since 1939 most service vehicles had had fleetnumbers which include a suffix to indicate the make (and sometimes the model) of the vehicle. Most suffixes were single letters, two letters being used in cases where duplication would otherwise occur (as in VW for Volkswagen because V was Vauxhall, FI for Fiat because F was Ford and SM for Smart as S was Skoda). There have been a few cases recently where duplication has been avoided by not having any suffix, as on the Volvo and MAN lorries and earlier Mitsubishi cars. 29th July 2019.



Photo 6020, by **Ray Monk**, added to LTSV on 15/08/2019.

Deliveries of Renault Kangoos continue, most being Maxi vans for LUL. Among the most recent additions is 8964R, seen in the car park at Acton Works on 29th July 2019. Although only licensed five days earlier, it had already been given the full LUL livery.



Photo 6021, by **Ray Monk**, added to LTSV on 15/08/2019.

This photograph surprised me for two reasons. Firstly, the Toyota Yaris car seen in the car park of Acton Works on 29th July 2019 was numbered 9006T. I hadn't been expecting the first 9xxx numbers to appear just yet, since other recent deliveries have been mainly in the 88xx, 89xx and even 87xx blocks. However, a bit of analysis shows that fleet renewal has stayed fairly steady over the last decade, with a new thousand block starting every four and a bit years. This equates to just over four new vehicles every week.

The second surprise was the livery. London Overground white/blue/orange livery had first appeared on service vehicles in 2010, and peaked at about 16 vehicles in 2015. Most were withdrawn in 2018, when certain functions appear to have been contracted out. This left just 2 vehicles (a Renault Kangoo van and a VW Golf estate) and these also departed in spring 2019, making the livery extinct on SVs. However, it looks like the final 2 were actually withdrawn due to the ULEZ, and may be in line for replacement by new vehicles. The final pair had been attributed to New Cross Gate Depot, but a Yaris (possibly 9006T) has since been noted at the nearby Silwood Depot.

Comment by *Ray* on 15/08/2019: The 'second' car is Toyota Yaris LO16YVB which is to become 9005T. 9006T was actually seen on Silwood Triangle rather than the Depot/yard.



Photo 6022, by **Ray Monk**, added to LTSV on 15/08/2019.

It feels like there have been a lot of Volkswagen Caddy vans delivered recently, with at least 33 new in 2019 so far. However, this quantity is eclipsed by at least 41 Renault Kangoos, while Ford Transits (of all variants) are currently at 69. The latest batch to arrive at Acton are Caddy Maxi vans, following on from a number of Caddy Maxi crew vans. RA19YLE was delivered on 12th August 2019 and photographed that day in the car park at Acton Works.



Photo 6023, by **Google**, added to LTSV on 15/08/2019.

And now for something new. I have made much use of aerial photographs over the years, most often to investigate service vehicle locations. Birds-eye views are the most useful, where the camera is not looking straight down. Bing maps used to have this feature, where you could view any location from the direction of each compass point. However, this seems to be no longer available. Happily there is an alternative, and it is, in some ways, even better. Google maps has aerial photographs of pretty much the whole world. Many areas are now also covered in 3D, meaning you can select the angle and elevation of your view. The level of detail is remarkable, with objects smaller than cars being modelled in 3D. I don't know how it is done but I assume there is some compositing of images taken from different directions, this then being applied to a detailed topographical model. There are some glitches, particularly with vehicles, no doubt caused by them moving between the time of the various images being taken.

For four reasons, I recently decided that it would be worth adding a selection of images from Google to the LTSV website. Firstly, the loss of the Bing facility, and the fact that the Google images are periodically updated, means it is worth 'preserving'

these images. Secondly, it allows me to show locations that are inaccessible. Thirdly, it will enable the locations of existing photographs to be put into context. Fourthly, I will be able to highlight some interesting discoveries. Let's hope nobody from Google minds!

Anyway, enough of the waffle, let's talk about this photo. This is Go-Ahead London's Morden Wharf garage, located on the Greenwich peninsula and opened in July 2017, primarily to replace the small Belvedere garage. This view is looking almost south-west, with the River Thames in the background. Although Morden Wharf does have an engineer's van and a couple of crew ferries, none are visible here. However, the red bus in the background caught my eye. Parked with some modern white coaches and a couple of black Routemasters, this was unmistakably a former LT Swift bus. In moving to take a closer look I then noticed the red van which can be seen in the top left here. This turned out to be one of the LBSL Infrastructure VW Caddy Maxi vans, parked in a large car park with a couple of Highways liveried cars. The LBSL VW vans were mostly withdrawn in early 2019 so this image must have been taken before then. As far as I know, their duties are now covered by Highways contractors, so this location probably won't be added to the LTSV database.

Comment by Ray on 15/08/2019: This garage was used to replace Mandela Way (MW) in some respects, routes/buses being exchanged with Q & NX also. Buses from Belvedere followed at the end of the year.

Photo 6024, by Google, added to LTSV on 15/08/2019.

This is a view of Edgware Track Depot, looking north west towards the bus garage and station. Opened in about 2010 on the site of former engineers sidings, the location is home to at least 17 service vehicles. There is some ghosting and glitching in this image (caused by vehicles moving between passes) but I reckon that 20 SVs are actually present. A (2D) May 2018 image on Google Earth shows about 32 SVs present. The location is accessed by a long private road (coming in from the bottom centre of this image) which eventually comes out on Deans Lane. The only public view into the depot is a glimpse from Northern Line trains as they pass behind the portacabins in the centre and before the overbridge just to the left. The depot has three sidings, to the right of which are four train stabling sidings, plus a headshunt for the original depot (visible beside the station in the top right). The bridge over the Northern line used to carry the GNR/LNER railway between their Edgware station and Mill Hill East (and thence to Highgate and Finsbury Park). This was transferred to London Transport control in 1939 and, although there were plans to electrify it, only the section from Finchley Central to Mill Hill East was done, this remaining as a curiously short branch of the Northern Line. The remainder of the route lost its passenger service, retaining freight services until final closure in 1964. The access road to Edgware Track Depot was built on the former trackbed, while the stabling sidings appear to have been a chord between the two lines. Beyond the overbridge, the old railway curved northwards to a terminus on Station Road. Interestingly the bus garage, built in 1984 - 20 years after the closure of the line - has a curved rear, seemingly to follow the trackbed.





Photo 6025, by **Google**, added to LTSV on 15/08/2019.

I recently published a couple of photos of Poplar DLR depot taken from the platforms of the adjoining station. This image from Google Maps shows the same area but reveals the fact that more SVs are parked directly below the platforms, while yet more can be seen parked on the left. Note also the 'ghosted' train at the nearest platform. Such glitches aside, the conversion from 2D photos to 3D models is amazingly good. Note that you can see underneath the footbridge. The building in the bottom left corner seems to have an open roof, and you can see some detail inside. I believe this is an electrical substation.



Photo 6026, by **Google**, added to LTSV on 15/08/2019.

Another Google image of Poplar DLR depot, this being the east end where the tracks curve round to follow the Stratford branch. This view is looking in the opposite direction to the previous photo, and the same white van appears in the top right corner of each. The track layout here reminds me of a Hornby train set! Note that another ten or so service vehicles can be seen. The SV fleet appears to have been renewed in 2018, and most carry fleetnumbers. The highest reported number is 028, so that might be the size of the fleet.



Photo 6027, by **Google**, added to LTSV on 15/08/2019.

This view covers a large part of Acton Works, looking south west with what looks to be about 90-100 service vehicles visible. Running top to bottom on the left is the freight-only railway line between South Acton and Kew Bridge. This used to divide Acton Railway Works from Chiswick Bus Works but the latter is long gone, replaced by Chiswick Business Park. The tracks across the bottom are the LUL District and Piccadilly lines, with part of the lorry yard visible on the opposite side in the bottom right. The building in the bottom left corner is what I still think of as the CDS offices. Just visible in the trees between this and the LUL tracks are a couple of vehicles parked on the 'stub' road. This road used to continue via a bridge over the freight line into Chiswick Works. Parked outside the CDS offices are a pair of Toyota Mirai fuel cell cars, recognisable by their black roofs, while a bit 'above' and backing onto the freight line is a smallish shed which is home to the Emergency Control Unit. Nearer the top on the left is the traverser, used to move tube cars from one part of the works to another. Two cars are visible on the traverser. Across the middle of this image is the 'van yard', between the quadrangle of Signal House and the larger works building. Lots of vehicles here, with more parked further along the roadway and around the corner. The area at the top right used to have more parking spaces and sidings, but has recently been cleared to make way for a new train overhauling facility. The slim, dark-grey building near the top right is home to the Emergency Response Unit, while the larger and more modern building running out-of-frame on the right is (I believe) the REW - Railway Engineering Works? It appears in the background of several photos like 5214. If anyone can provide more details of the functions of the various buildings visible here, I would be interested to hear from them.

Comment by *John Marshall* on 16/08/2019: Yes, it's the REW. The CDS offices are what used to be the Works Canteen.

Photo 6028, by **Thomas Young**, added to LTSV on 15/08/2019.

In July 2019 Abellio opened a new bus garage on Armstrong Way within the Great Western Business Park at Southall (very near the site of the old AEC bus factory). The new garage was coded GW and allowed the closure of the garage at Bridge Road, Southall (code AB), which Abellio had used only since 2017. With a new edition of the SUP booklet in production for LTS, I wanted to know which service vehicles had moved from old Southall to new Southall, so I paid a visit on 8th August. It was quite a long walk, the new garage being rather remote from any bus route. But I was glad I went because I found it to be quite an enthusiast-friendly location, in as much as that the whole of the large yard could be seen from the public road. Crew ferry vehicles (and staff cars) park at the front, near to the admin block. However, by walking around the corner you can see a further parking area beyond the engineering block. Among the vehicles here was Ford Transit crew van YT56XNF, last reported working from Fulwell/Twickenham a couple of years ago. Also here was an unmarked Ford Fiesta van, NH06AEX. Abellio did have a few Fiesta vans of this vintage but it is not known if this was a company vehicle. Not including this, I noted ten service vehicles here in total. Slightly annoyingly, the majority had transferred from other Abellio garages than AB (4 were from Fulwell, 2 from Beddington and 1 from Hayes). This means that there are still 7 vehicles for which the latest known allocation is AB. Perhaps I should try Fulwell!

Photo 6029, by **Derek Everson**, added to LTSV on 15/08/2019.

Derek also visited the new Abellio garage in Southall, on 12th August 2019. His photo, taken at the 'front', shows a rather sleek looking Ford Galaxy car in black livery with tinted windows. Initially operated without markings from Beddington Cross garage, it now has Abellio names and a small fleetnumber near the fuel filler. Also visible is a blue Ford Fiesta, believed to be EN60DPX.

Photo 6030, by **Thomas Young**, added to LTSV on 15/08/2019.

On my way to Abellio's new Southall garage on 8th August 2019, my bus was overtaken in Acton by this previously un-reported van. MX17AEJ is a Peugeot Expert in silver livery with a thin green stripe. It had a light-bar, full lettering and carried the fleetnumber 6900 on the rear. Most recent Abellio service vehicles have been numbered in a series starting at 6700, the highest known being 6811 over 2 years ago. So, either a further 89 vehicles have been acquired in the intervening period, or this van has started a new series. Anyway, I later saw the van again, at the Great Western Business Park garage, though it was by then leaving on another job.



Photo 6031, by **Derek Everson**, added to LTSV on 15/08/2019.

As well as Southall, Derek visited Metroline's 'CELF' works at Perivale on 12th August 2019. Parked there were two brand-new Ford Transit Connect vans. Both had light-bars but were in (as yet) unmarked red. AW19RFF was parked in front of four Enviro 200 buses, while similar AX19ZFR was nearby.

Comment by *Thomas Young* on 09/01/2020: I didn't notice at the time but this is an example of the '2019 Facelift' Transit Connect. The front end is rather different, with a larger, trapezoid grille. This grille shape is also featured on various other Ford models, including the Transit Mk8 (2020 facelift) and Transit Custom (2018 facelift).



Photo 6032, by **Ray Monk**, added to LTSV on 15/08/2019.

Go-Ahead London seems to be in the process of updating its engineering support fleet, with a large batch of new Ford Transit Custom vans being delivered. Bexleyheath received EF19HFT, seen in the town centre on 2nd August 2019. This was somewhat surprising as the previous Bexleyheath van (EY67WXM) was only 2 years old (and had not yet been photographed!). As with most of the vans, it is a high-roof example in unmarked red with a yellow 'safety' stripe.



Photo 6033, by **Ray Monk**, added to LTSV on 15/08/2019.

Go-Ahead London EF19HFV had first supported the Wimbledon tennis bus services before moving to Camberwell Garage. As seen in this photo taken at the garage on 3rd August 2019, it had recently been given company lettering and the Q allocation code.



Photo 6034, by **Paul Snelling**, added to LTSV on 15/08/2019.

A surprising find at Ealing Broadway on 3rd August 2019 was a new van for Abellio. New as in not second-hand, pretty rare in the Abellio fleet! LO19MUE is a long-wheelbase Nissan NV300, licensed as being white but actually carrying a livery reminiscent of the LBSL Incident Response Units. No fleetnumber was visible, though it may have been carried on the rear. This is the first NV300 on LTSV, but the design looks very familiar. It is in fact a badge-engineered Renault Trafic (third generation), which can also be found masquerading as a Vauxhall/Opel Vivaro, a Fiat Talento and soon as a Mitsubishi Express! Things get more confusing, as the second generation Renault Trafic was also badged by Nissan but as the Primastar. And the Vauxhall/Opel Vivaro was changed in 2019 from being based on the Renault Trafic to being based on the Citroen Jumpy, which itself has also been badged as the Citroen Dispatch, Fiat Scudo, Peugeot Expert and Toyota ProAce! At least you know where you are with a Ford Transit...

Comment by *Ray* on 07/09/2019: This vehicle is operated and owned by a contractor working on behalf of Abellio. Unlike Sovereign, who work for a number of companies, it is carrying Abellio logos. It seems to attend rail replacement work in West London.

Comment by *Andrew Colebourne* on 08/03/2020: There is no fleetnumber on the rear; I photographed it at Stratford International on 29th February 2020.



Photo 6035, by **Paul Nicholls**, added to LTSV on 15/08/2019.

There are a couple of points about this photograph that make it more interesting than it at first seemed. The subject is a Ford Transit Mk7 van of Southern Transit, a small bus operator based near Brighton. They run local services and railway replacements and their fleet carries several London Transport inspired features such as red livery and prefixed fleetnumbers. This photograph however was taken in Wennington in Essex (on 30th July 2019), somewhat remote from Southern Transit's usual haunts. The second point is the registration of the van. V321KGW is clearly not the original registration. V-prefixed registrations were used in 1999/2000, while the Mk7 Transit was introduced in 2006. Southern Transit have a bus registered V301KGW, this being the first Dennis Trident bought by Connex for use on London route 3. Most bus companies booked registration numbers for their buses that matched up with the fleetnumbers, and V301KGW was TA1. The DVLA had decided that certain registration numbers were 'special' and should be held back for sale at inflated prices. At first this included all registrations with recognisable words and/or numbers below 56. This was later extended to cover many more special numbers such as 100, 111, 123 and even numbers that were in use as car model numbers, such as (Peugeot) 206 and (BMW) 525. Bus companies did not want to pay the extra for the special numbers so either took close matches or skipped fleetnumbers. V321KGW was a special number so Connex simply skipped fleetnumber TA21. The change to the registration system in 2001 changed all this, with batches of vehicles now being distinguished by changing letters rather than numbers. Registrations with words or names in them are still held back, but there is no practical way bus companies can match (numerical) fleetnumbers to letter-based registrations.

Comment by *Thomas Young* on 29/08/2020: A photo found on Flickr shows another Ford Transit with Southern Transit carrying registration number V300KGW. The main subject however is a Land Rover Defender registered D162FYM, a plate originally carried by London Transport Leyland Olympian L162.



Photo 6036, by **Ray Monk**, added to LTSV on 11/09/2019.

Withdrawal of the batch of thirteen Volkswagen Transporter crew vans new in autumn 2015 started in mid-2019. Movements to Acton Works for decommissioning offered the first chance to photograph some of these vans, since most had been based at Stratford Market Depot and were only seen out at night. On 17th August 2019 8131VW was seen parked outside the 'CDS' offices. It is not yet clear what the replacements for these vehicles are. Certainly no recent deliveries have been noticed with the distinctive tube fitted to the roof rack, as seen here.



Photo 6037, by **Ray Monk**, added to LTSV on 11/09/2019.

Also visiting Acton Works for decommissioning recently have been some of the Volkswagen Caddy Maxi vans and crew vans new in 2016. A couple of these vans had been based at Edgware Track Depot, but the allocations of the rest remains unknown. They have no doubt been replaced by some of the numerous recent deliveries of similar vehicles. Of the vans on the way out, 8181VW was distinctive for carrying the incorrect fleetnumber 8155VW, the number 8155 properly belonging to a Skoda Octavia estate car. 8155VW/8181VW was seen in the car park at Acton Works on 17th August 2019.



Photo 6038, by **Ray Monk**, added to LTSV on 11/09/2019.

There are two surprises in this photo, taken at the bottom of the stub road in Acton Works on 29th August 2019. Starting with the obvious one, Ford Fiesta 8203F has come back! This car, latterly based at Hainault Depot, was seen leaving Acton Works on the back of a transporter on 29th July 2019, with evidence of accident damage (see photo 6017). As many vehicles of similar age - including most of the Ford Fiestas - were being withdrawn at the time, it was assumed that 8203F would not return. However, it was repaired and came back to Acton as seen here. What is not yet known is whether it will return to service. It could be that the lease agreements require any damage to be repaired before the vehicle is returned to the lessor.

The second surprise is the red Ford minibus visible in the background. This had been new to the central fleet in January 1998, being allocated fleetnumber 4820F, although it carried no lettering. It was officially withdrawn as long ago as August 2002, but made a couple of appearances at Acton Works over the next seventeen years. It would be interesting to know who now owns/operates it...

Photo 6039, by **Derek Everson**, added to LTSV on 11/09/2019.

The Ford Focus estate was the 'standard' car for the leased fleet from 1999 until about 2013. Since then there have only been a handful of additions, other types such as Peugeot Partners and 308s, Toyota Priuses and Yaris and Volkswagen Golfs being taken instead. The current (numbered) fleet includes just eight Focus cars, of which six are estates. 8447F, one of five delivered in mid-2017, was seen entering Acton Works on 4th June 2019. It has only been reported once following its initial dispatch from Acton, and as a result its allocation is not known.

Photo 6040, by **Ray Monk**, added to LTSV on 11/09/2019.

Tramlink operates a trio of dropside trucks in addition to almost a dozen small vans. Ford Transit Mk8 8566F was delivered in October 2017 to replace Mk7 Transit 7590F, but we had to wait almost two years before anyone managed to photograph it. On 24th August 2019 it was seen leaving the Therapia Lane depot. The similarity of the white/blue/green livery to that worn by the trams themselves can be seen. The Tramlink name may now be defunct, officially at least. While the name was carried on the roundels of the original fleet of service vehicles, additions since 2016 show just 'TRAMS'.

Photo 6041, by **Kim Rennie**, added to LTSV on 11/09/2019.

This little van caused some confusion at first. It was initially reported to be a Ford Transit Courier van in Elizabeth Line livery. A fleetlist received later showed that it was actually a slightly larger Ford Transit Connect (Mk2) with (unusually) a petrol engine, while the first report of it in service revealed that it was in white/blue with lettering for TfL Technology and Data. Quite what this entails is not known, nor is where the van is kept. Kim found it parked near Bow bus garage on the night of 15th August 2019. I wonder if the location suggests a connection with another mystery vehicle, Mercedes Sprinter 5951M operated between 2006 and 2009 (see photo 1525).

Comment by **Ray** on 11/09/2019: The only other (known) vehicle carrying 'Technology & Data' markings is 8159F based at Mandela Way.

Photo 6042, by **London Spotter**, added to LTSV on 11/09/2019.

The large fleet of Ford Transit Custom crew vans delivered for the Lifts and Escalators division in spring 2019 are nominally allocated to Frank Pick House in Acton, though in reality many of them very rarely visit there. They are active at night around London, and parked up elsewhere during the day, often in residential areas. A typical example is 8750F, found in Heath Park on 11st August 2019.

Photo 6043, by **Ray Monk**, added to LTSV on 11/09/2019.

Over the past 4 years, over 170 Renault vehicles have been added to the central fleet, all but one of which have been Kangoo or Kangoo Maxi vans. The solitary exception was a Traffic minibus which arrived in early August, although curiously it had been licensed about seven weeks earlier. Given LUL livery and fleetnumber 8807R, it was photographed parked in the 'van yard' at Acton Works on 17th August 2019. For some reason, the minibus version of the Ford Transit Mk8 has not proved to be to the DSM's liking, with Volkswagen Transporters being taken instead. The reason for 8807R's addition is not clear, although it could be to replace solitary Ford Tourneo Custom minibus 7887F.

Photo 6044, by **Ray Monk**, added to LTSV on 11/09/2019.

At least seven Volkswagen Transporter minibuses have been delivered over the past month or so, in addition to a single Renault Traffic, just shown. This is slightly odd, as there are very few minibuses in the current fleet that would appear to be due for replacement. 8832VW is a one-off, based on the fact that adjacent fleetnumbers have appeared on other types. It was delivered in the last week of August 2019 and had been given LUL livery by 2nd September (when it was photographed in the Acton Works car park).

Photo 6045, by **Ray Monk**, added to LTSV on 11/09/2019.

Along with numerous Volkswagen Caddy Maxi crew vans, a batch of five plain vans was delivered in August 2019, having spent a couple of months sitting at the dealership in Bedfont. 8871VW, photographed on the stub road at Acton Works on 15th August 2019, had only been licensed two days earlier yet had already been treated to full LUL livery. At the time, the other four were in the front car park, still in unlettered white/blue.

Photo 6046, by **Ray Monk**, added to LTSV on 11/09/2019.

As has been seen before, most new vehicles are delivered in unmarked white/blue to Acton Works, where the livery and lettering is applied by a contractor (one of their vans can be seen on the left in this photo). However, I suspect they will not have dealt with this vehicle, photographed in the front car park on 15th August 2019. RY19LFP is a short-wheelbase Volkswagen Transporter minibus to the higher 'SE' specification. Compared to the basic 'S' model this has air-conditioning, body-coloured bumpers and mirrors and extra chrome strips across the front grille. Earlier 'SE' minibuses were given TfL PCO livery (see photo 5639) but these were long-wheelbase versions. A fleetlist received a few weeks later showed that RY19LFP had been assigned fleetnumber 8932VW, along with similar RY19LFR becoming 8933VW. This is interesting as the numbers adjoin those allocated to a pair of VW Caddy Maxi crew vans that were




	<p>delivered in plain white and appear to have entered service still in that state (8930VW and 8931VW). Reports of these minibuses in service would be welcomed, bearing in mind that if they are anonymous they will be easy to miss. I suspect that all four vehicles are operated from Stratford Market Depot, although why they would need a few 'secret' vehicles is not clear.</p>
	<p>Photo 6047, by Derek Everson, added to LTSV on 11/09/2019.</p> <p>More Volkswagen Transporter minibuses, this time to the more normal 'S' specification, were noted at the Cordwallis dealership in Bedfont in the first week of September 2019. Photographed there on the 3rd were 8947VW (left) and 8945VW (right), still in unmarked white/blue. They were licensed and delivered the next day.</p>
	<p>Photo 6048, by Ray Monk, added to LTSV on 11/09/2019.</p> <p>The latest batch of Volkswagen Transporter minibuses totals four and they were delivered to Acton Works on the 4th or 5th of September 2019. A couple of days later (7th) they had been marked up in LUL livery with fleetnumbers 8945-8948VW, almost but not quite in registration number order. 8946VW was seen on the stub road at Acton, parked with several equally new Caddy Maxi crew vans.</p>
	<p>Photo 6049, by Ray Monk, added to LTSV on 11/09/2019.</p> <p>The first 69-reg service vehicle to be photographed was actually this Volkswagen Caddy Maxi crew van seen about to turn into Acton Works on Monday 2nd September 2019. In recent times vehicles seem to be first licensed on the day that they are delivered, although in this case the van was not officially licensed until the 5th. Should it therefore have been running on trade plates? It arrived with similar RF19NKE and, after spending a couple of days parked up on the stub road, the pair were given LUL livery and fleetnumbers 8953VW and 8954VW respectively.</p>

Photo 6050, by **Ray Monk**, added to LTSV on 11/09/2019.

A batch of ten Volkswagen Caddy Maxi crew vans was in the process of delivery at the end of August 2019, with at least two getting 69-registration marks. 8956VW was an earlier arrival, being photographed on the stub road at Acton Works on 17th August already in full LUL livery. These vans, along with a small proportion of earlier VW vans, are fitted with a DSG (Direct-Shift Gearbox), a 6 or 7 speed transmission with dual clutches.

Photo 6051, by **London Spotter**, added to LTSV on 11/09/2019.

Last month I published an aerial view of Morden Wharf bus garage in North Greenwich (see photo 6023). London Spotter decided to pay a visit on 24th August 2019, partly to investigate the Highways Alliance yard nearby (more on that next time around), but also to take a look at the garage itself. It wasn't clear from the Google view whether buses could actually fit inside the building, but this photo provides definitive proof. To the fore is Mercedes-Benz Vito minibus RE13CJY in seemingly unmarked white. This vehicle has been around a bit. New to Metrobus in 2013 as their 8069, it worked from Croydon garage for about a year then was shipped across to the former First garage at Northumberland Park. Then in mid-2017 it moved again, to the newly-opened Morden Wharf. Go-Ahead London has taken delivery of lots of new Vitos over the past year, including RF19UZZ parked in the background here.

Photo 6052, by **Derek Everson**, added to LTSV on 11/09/2019.

Photographed in the yard of Abellio's new Southall (Great Western Business Park) Garage on 13th August were a pair of Ford Fiesta hatchbacks in use as crew ferry vehicles. Blue GL59VVJ has route allocation markings on the bonnet, an initiative that seems to have been limited to the Hayes Garage, as shown on LTSV in 2017 (photo 5443). Despite also showing the HA company code for Hayes, bus routes E1, E5, E7 and E9 (along with this car) were moved to Southall (Bridge Road) Garage when it opened in 2017. They moved again, along with newly-acquired routes E10 and E11, to the new Southall garage on 13th July 2019. Black CA12MVC is also on its third garage, having started work at Byfleet before moving to Southall (Bridge Road) in 2017. Unlike GL59VVJ, lettering is confined to an Abellio name on the bonnet, and the allocated fleetnumber (6798) is not carried.

Photo 6053, by **Bob Milner**, added to LTSV on 11/09/2019.

Metroline's Potters Bar Garage operates some bus routes that go nowhere near the garage, resulting in the need for crew ferry vehicles. In recent years these have been parked with staff cars in the car park in front of the garage. However, in August 2019 a dedicated area was created for them in the southern corner of the yard, in an area that previously had grass and trees but which was tarmacked over to extend the car park in about 2018. This photo shows the new area on 21st August 2019, with what appears to be wood chippings as a surface and some new trees planted along the fence. A few weeks later the area was closed off again while the entrance was moved from the side to the back, presumably where the bus is parked on the right of this view. All of the known crew ferry vehicles were present at the time of this photo, all being unmarked. On the far left is red Ford




	<p>Grand C-Max car AX19NAO, with sister AX19NAU third from the left. Next to that are the two red Ford Transit Custom minibuses AV16CNZ and AV16CNY, while facing the camera on the right is black Renault Grand Scenic car LX66OME. The remaining vehicle, black Toyota Proace MPV FH19KCU, second from the left, is presumed to have been on hire and has not been added to the LTSV database.</p>
	<p>Photo 6054, by Ray Monk, added to LTSV on 11/09/2019.</p> <p>More new crew ferry cars seen working from Dartford Garage recently have been a pair of Renault Capturs. Neither have any markings and HL19BNV (seen near the garage on 30th August 2019) is black with a silver top while HT19FHW is silver with a black top!</p>
	<p>Photo 6055, by Derek Everson, added to LTSV on 11/09/2019.</p> <p>Last month I showed a 'new van for Abellio' although it now transpires that it is operated for Abellio rather than by them! So, let's try again. Seen at Peckham's bus 'station' on 3rd September 2019 was Citroen Dispatch van LG19BFU. This had Abellio lettering on its white livery, a green stripe similar to that on MX17AEJ, a light-bar (complete with Abellio lettering on the front and Buses roundel on the back) and it had fleetnumber 6901 applied over the orange/yellow chevrons on the rear. It also had a very large scrape on the offside, with the black rubbing strip knocked off. Hence I have chosen to show a nearside view! The allocation of this van is not yet known, though Walworth is much the nearest Abellio garage. Similar Citroen LG19BFV has been noted at Battersea garage with fleetnumber 6902.</p> <p>Comment by <i>Thomas Young</i> on 12/09/2019: Derek pointed out that the fleetnumber is also carried in the 'traditional' position, just ahead of each side door, above the green stripe. However, it is in grey digits and quite hard to see.</p>
	<p>Photo 6056, by Derek Everson, added to LTSV on 25/09/2019.</p> <p>About three quarters of the 20-odd vehicles used by the Power Supply section at Tufnell Park have been withdrawn in the past year or so, with the only known replacements being a quartet of Renault Kangoo Maxi vans (8854R to 8857R). It could be that the withdrawals were due to the vehicles being non-ULEZ compliant and that replacements have not yet been delivered. This would account for the appearance of some hired vehicles, such as the Iveco Daily dropside visible on the right in this photograph taken at Tufnell Park on 7th May 2019. The main subject however is 7755F, the unique Ford Transit van that was the only vehicle taken over from the previous operator (EDF Powerlink). Although described on LTSV as a crew van (due to the extra window in the nearside only), it is clearly somewhat specialised. It has a roof-beacon and two spot-lights above the side door, and also has a Dometic air-conditioning pod. The Mk7 Ford Transit is now becoming rare in the central fleet, with fewer than 30 examples remaining, compared to about 140 Mk8s.</p>

Photo 6057, by **Ray Monk**, added to LTSV on 25/09/2019.

The Renault Kangoo Maxi has long been available in crew van format (as evidenced by Go-Ahead London examples new in 2011 – see photo 3708) and fleetlists from Acton suggest that many of LUL's vans are also crew vans. However, the LTSV definition of a crew van includes the provision of additional windows in one or both sides. The only LUL Renault Kangoo Maxis known to be to this configuration are four electrically-powered vans delivered in 2018. One carried Incident Response Vehicle livery and has already been shown on LTSV (photo 5824). The other three are in standard LUL livery, albeit with 'Cleaner Air' graphics on the doors, and are based at Lillie Bridge Depot. They appear to be rather shy though, and the first time one was clearly photographed was on 12th September 2019, when Ray caught 8604R entering Acton Works.

Photo 6058, by **Paul Nicholls**, added to LTSV on 25/09/2019.

The Renault Kangoo is the most numerous type in the central fleet, accounting for almost exactly a fifth of the current leased fleet. 8657R is a very standard-looking LUL van but has been quite elusive since delivery in September 2018. It was caught by Paul in Stanford-le-Hope just after midnight on 19th September 2019. The numbering suggests that this van was a one-off, rather than part of a batch. 8656F is a Ford Transit in Elizabeth Line livery, while 8658R to 8663R are similar Kangoo Maxis but in Trams livery.

Photo 6059, by **Ray Monk**, added to LTSV on 25/09/2019.

The Croydon tram network is now branded as Trams rather than Tramlink, but changing the references in the LTSV database seems rather pointless and potentially confusing. Like LUL, Tramlink uses the Renault Kangoo for its small van needs, currently having 7 Maxi vans and 3 regular-length Kangoos. 8660R, one of the Maxis, was seen leaving Therapia Lane Depot on 24th August 2019. Roof-racks, rare on LUL Kangoos, are fitted to most of Tramlink's examples.

Photo 6060, by **Ray Monk**, added to LTSV on 25/09/2019.

On the assumption that the fleetnumbers for new vehicles are allocated at the time they are ordered, and that the fleetnumbers are allocated in order, the variations in delivery date suggest that lead times vary considerably. Ford Transit dropside trucks often seem to come later than similarly numbered vehicles, perhaps because they are less likely to be available from stock. In summer 2019, central fleet deliveries had reached the 9000 mark, but vehicles in the 87xx and 88xx ranges were still emerging. 8760F was a long-wheelbase Ford Transit dropside truck first licensed on 10th September 2019 and photographed in Acton Works two days later already carrying LUL livery. It has a tail-lift by Scattolini (why do various oddly-named Italian companies seem to dominate the tail-lift market?) but no crew-cab. As far as I know, only one Transit dropside with a crew-cab has been added in the past three years, this being 8472F.

Photo 6061, by **Ray Monk**, added to LTSV on 25/09/2019.

The vehicle preparation shed in the lorry yard at Acton Works is now used for the work involved in making newly-delivered vehicles ready for service. This includes the application of livery, lettering and labels (although this is also still sometimes done elsewhere in the works), along with the fitting of any special equipment (perhaps including the trackers mentioned on the back of most vehicles). Present on 12th September 2019 was a short-wheelbase, low-roof Ford Transit Custom van numbered 8876F. Sisters 8877F and 8878F were nearby, and I suspect this trio will be to replace similar (but suffix-less) 8075-8077. If so, they are unlikely to be seen in daylight again! In the background is VW Caddy Maxi crew van RK69TZZ which had just been given LUL livery and the fleetnumber 9007VW.

Photo 6062, by **Ray Monk**, added to LTSV on 25/09/2019.

For about a year from spring 2017, it looked the fourth generation Toyota Prius was going to become the standard LUL car, with about 30 being leased. However, the flow dried up in 2018 and it was not until September 2019 that further examples arrived. The model had gained a facelift in the interim, the main visual changes being a simplification of the front lightings arrangement (the main headlights now having a flat bottom and the triangular 'fog light' panel being replaced by a vertical grille). Parked on the stub road at Acton Works on 17th September were LR69AYK and LR69AYH still in unmarked white/blue. These had been licensed the day before, and were soon given LUL livery and the fleetnumbers 8886T and 8887T respectively. Further back were 8888T and 8891T, from a quartet delivered the week before and already carrying LUL livery.

Photo 6063, by **Ray Monk**, added to LTSV on 25/09/2019.

Parked in the preparation shed at Acton Works on 12th September 2019 was a car with a special number. 8888T was one of four Toyota Prius cars new that week for LUL. In the background is the lorry yard, with the Transplant mobile office to the fore. Beyond that are a couple of hired vehicles, a flatbed with crane, and a curtain-sider with Fraikin lettering.

Photo 6064, by **Derek Everson**, added to LTSV on 25/09/2019.

Lots of Volkswagen Caddy Maxi crew vans have been delivered over the past few months, the largest single batch seeming to be eleven numbered 8900VW to 8910VW. Sightings would suggest that most of these are allocated to Acton Works, which is where 8909VW was found on 13th August 2019.

Photo 6065, by **Derek Everson**, added to LTSV on 25/09/2019.

With a fairly steady supply of fleetlists now being received from Acton Works, the numbering of service vehicles is a lot easier to keep track of. Our main challenge now is to work out the allocations of individual vehicles, as this information is not made available. In some cases it appears to be quite straightforward. For example, three Renault Kangoo Maxi vans numbered 8935R to 8937R were delivered in June 2019 and have since been reported at Allsop Place (behind Baker Street) on a regular basis. Vans used for internal mail are often parked near here, but this trio instead seem to park right outside the offices, where the Mitsubishi L200 pick-ups used to be seen. There were three of the L200s, and they were withdrawn in May 2019, so perhaps the Renault vans are their replacements. If so, it is a bit of a come-down in terms of off-road capability and 'coolness'. Photographed at Allsop Place just after sunrise on 17th September 2019 was Kangoo Maxi 8937R, with sisters 8936R in front and 8935R behind.

Photo 6066, by **Ray Monk**, added to LTSV on 25/09/2019.

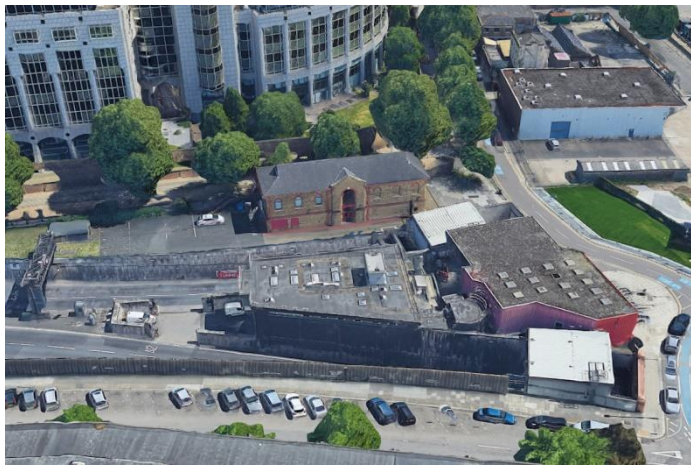
The Nissan Leaf is the world's best-selling all-electric car and eight have so far been added to the (liveried) central fleet. The latest addition is 8960N, the first example of the revised, second-generation version. Seen at Acton in July, it was given LUL livery and was caught on 15th August 2019 passing Acton Town station.

Photo 6067, by **Ray Monk**, added to LTSV on 25/09/2019.

Of the eleven Toyota Prius cars delivered in mid-September 2019, seven were numbered together as 8886T to 8892T, suggesting that they were ordered at the same time as the seven Yaris cars 8893T to 8899T (which arrived at the end of May). Two of the others became 8973T and 8975T, with both being in the car park at Acton Works on 21st September (8975T shown here), while the fleetnumbers for LT69GXB and LT69GXD are not yet known. Also visible in this photo is Ford Fiesta 8203F, which evidently had not (yet?) been returned to Hainault following its accident damage repairs almost a month previously.

Photo 6068, by **Ray Monk**, added to LTSV on 25/09/2019.

Having just said that Tramlink uses Renault Kangoos for its small van requirements, I now have to contradict myself! Seen in Acton Works on 12th September 2019 was 8995VW, a Volkswagen Caddy van in Trams white/blue/green livery. Most Tramlink service vehicles have chevron rears complete with 'Highway Maintenance' lettering, as seen here. Most recent new additions to the fleet have been licensed on the day (or the day before) they were delivered to Acton. 8995VW was one of several licensed on the last day of August, perhaps to retain their booked '19' registrations, but not delivered until the following week.

Photo 6069, by **Google**, added to LTSV on 25/09/2019.

Google Maps, in particular the aerial photograph facility, has been invaluable in our research into service vehicle locations. Recent developments meant I have been looking into the London Highways Alliance. A web search turned up an address of Naval Row, Blackwall, which I duly took a look at. Perched above the north portals of the Blackwall tunnel, this location comprises three areas. In the red building on the right is a small yard accessed from Naval Row (the road running vertically on the right in this view), while an even smaller yard sits between the two carriageways, and can presumably only be accessed when the tunnel is not open to traffic. A third yard is behind the newish brick building, and is also accessed from Naval Row. Changing the angle of the view revealed that the sole car in this yard was a Toyota Prius in the white/orange livery of TfL Streets, while the vehicles in the other areas appeared to be in Highways Alliance white. Without knowing the exact date the images these were taken, I could not be sure whether the Prius was a current one. However, it was notable that the last car remaining in white/orange (LS13EVV) had never been reported at Chancel Street, the main base for TfL Streets. The yard was at a higher level than the tunnel approaches, so StreetView images were no help. But it looked as though there was a footpath alongside the yard, under the trees in front of the large office building. I decided that, in this case, the location was worth a visit....

Photo 6070, by **Thomas Young**, added to LTSV on 25/09/2019.

...so, on 21st September 2019, my daughter and I had a day out in Docklands and east London. I managed to work a visit to Naval Row (Blackwall) into the trip, and I was pleased to find that a TfL Streets Toyota Prius was still present, and that it was indeed the mysterious LS13EVV. Perhaps unfortunately, I had my 'big' camera with me. A compact may have been better able to get between the fence bars. LS13EVV was new in April 2013 and may have been based here from new, it not having been reported anywhere apart from Acton Works. It is now the last third-generation Prius in the central fleet.

Photo 6071, by **Ray Monk**, added to LTSV on 25/09/2019.

After my 'discovery' of a Highways Alliance depot near Morden Wharf garage last month, two correspondents paid the location a visit. The buildings on the site are large, though of the 'Portacabin' type, while there are over a hundred car parking spaces marked out in front. However, at the times of the Google photographs, and the two visits mentioned above, only a half-dozen vehicles were present. About half of the vehicles were Toyota Yaris cars in London Highways Alliance livery, as seen in the background of this photo taken on 31st August 2019. Nearer the camera is another Yaris, LL14VKU being one of five new to TfL in 2014. VKU, along with the others, had been regularly reported at the main TfL Streets base at Chancel Street in Southwark. It could be that it has recently transferred here to replace the ex-LBSL VW Caddy van seen in the aerial photographs. By the way, I decided to name this location 'North Greenwich Highways Alliance', as it is slightly separate from Morden Wharf itself. It also includes another yard at the south end, which is where the larger vehicles (trucks, vans, cherry pickers and gritters) are kept.

Photo 6072, by **London Spotter**, added to LTSV on 25/09/2019.

The third livery seen on cars at North Greenwich Highways Alliance depot was TfL silver, as seen on Hyundai Ioniq hybrid car MK19FLC and similar MA68WHV. As mentioned when I published a photo of this car a few months ago (photo 5954), I am not certain that these are suitable for inclusion in the LTSV database, although the distinction is more administrative than visual. In terms of LTSV, the 'central fleet' is defined as the vehicles procured and managed by CDS/Distribution Services for use by the various departments of LT/TfL. Vehicles operated by contractors are grouped as 'other company', even if they carry 'proper' liveries (as was the case with L100JMH, GM03TOW and GN58KTX, the three recovery trucks that carried LBSL red). Having said that, some were added to the database as central fleet vehicles because their status was not known at the time. Among these were four silver Ford Mondeos new in 2007 (some of which later gained Enterprise Mouchel labels), and several Toyota Prius hybrids (such as white MA07GPU and silver MV58YTH). There are more anomalies. The London Safety Camera Partnership initially used central fleet vehicles (such as van 6120F). Their latest vans (one of which is GK65RZC) were added to the database as central fleet vehicles, although it is now believed that they are managed and operated directly by the Metropolitan Police. So, um, let me think about it....

Photo 6073, by **Google**, added to LTSV on 25/09/2019.

Various locations had allocations of Bus Infrastructure vans until about 2018, notably Orpington, Stratford and Uxbridge. However, the vehicles then 'disappeared' to locations unknown, following the transfer of the operation from London Buses to TfL Asset Management. Ray made enquiries and was told that the Stratford vans had moved north to Pickett's Lock, but searches of aerial photographs did not yield the actual location. I tried again more recently and found the location shown here, very close to the actual Pickett's Lock (a lock on the 'canal' known as River Lee Navigation). Two of the LBSL red VW Caddy Maxi vans are clearly visible, along with a number of white cars and vans. This image was presumably captured during 2018, since most of the Caddy vans were disposed of in January 2019. I don't yet know what vehicles have replaced them. It could be vans in London Highways Alliance livery, or some with TfL lettering like the one at Morden (see photo 5832). Or it could even be some of the 14 TfL Toyota Yaris cars delivered in spring 2019 (8836T to 8842T and 8893T to 8899T), which have been notably absent from reports since. As the location certainly has had an allocation of 'real' SVs - even though we don't know which actual ones they were - I have added it to the database as Pickett's Lock Highways Alliance, with a code of PLA. A similar yard in Harlesden, which also had a pair of ex-LBSL Caddy vans, has been added as HNA (Harlesden Highways Alliance).

Photo 6074, by **Ray Monk**, added to LTSV on 25/09/2019.

Oh crumbs! It's another 'grey-area' service vehicle. Let me explain... In 1996, a 99-year contract to build, operate and maintain a tram network centred on Croydon was awarded to Tramtrack Croydon, a consortium of companies which included FirstGroup-owned London bus operator Centrewest. There were very few reports of service vehicles used during this early period, just a couple of white vans, and a silver Ford Ranger acquired in 2007 (see photo 3813). In 2008 TfL bought out the consortium, becoming the owner of the network while granting FirstGroup a franchise to continue to operate the tram services until the year 2030. Central fleet service vehicles started to be allocated to support the network, initially in plain white but later in Tramlink-branded white/blue/green. The Ranger was retained as well but was eventually replaced in 2017 by the Ford Transit van shown

	<p>here. BN67FBG is a Mk8 crew van, unmarked but with 'Tramlink Incident Vehicle' on a notice on the dashboard. I added it to the LTSV database as a central fleet vehicle, though I now believe it is a 'grey', perhaps being operated by FirstGroup. It could be that work on the infrastructure is handled by the TfL vehicles, while this van deals with operational matters.</p>
	<p>Photo 6075, by Google, added to LTSV on 25/09/2019.</p> <p>Depots for tube trains need a lot of space and hence are generally in the outer parts of London, where land could be purchased more economically. There are a couple of small depots in inner London, two being within a mile of each other. The Waterloo and City line does not really have the option of a suburban base, so makes do with a cramped location underground at Waterloo. Half a mile south of this is the London Road depot of the Bakerloo line, whose main operating centre is out at Stonebridge Park. The inner London depot is presumably still useful to enable trains to start from (near) either end of the line first thing in the morning. Tracks diverge from the running lines just north of Lambeth North Station, rising to 'sub-surface' level before emerging into daylight at the depot. As can be seen, the depot comprises two fans of sidings, set at an angle, the northern-most sidings being covered by a shed. In the space between the sidings is a split-level yard, with a roadway ramp connecting the two levels. There are archways into the space underneath where the vehicles park but it doesn't look as though that area is used for anything. Road access to the depot is by a narrow alleyway between the houses and the old depot building, top centre in this view. The interesting thing about this photo is the service vehicles. The vehicle yard can be seen in the distance from passing buses and I had once counted ten vehicles parked there, thinking that this must be about the maximum. This photo shows that up to 17 vehicles could actually be accommodated, with 15 being present at the time of the photo. Two or three of these are unmarked cars but the remainder appear to be LUL vehicles. The image resolution is not good enough to be certain of the types but I reckon there are two Mk8 Transits, one Transit Custom, 6 small crew vans (probably VW Caddy Maxis), one other small van (possibly a Kangoo), one Peugeot Partner Tepee estate and one white car which could be an LUL Fiesta or Yaris. Finally, the chunky vehicle near the top of the ramp looks like a Ford Ranger with a hard-top, possibly 8078F.</p>
	<p>Photo 6076, by London Spotter, added to LTSV on 25/09/2019.</p> <p>Go-Ahead London currently has over 50 Mercedes-Benz Vito minibuses and crew vans for use as crew ferry vehicles, about half of which have been new in the past year. The oldest remaining examples date from 2013 and had been new to Metrobus in white livery. Although many of these have subsequently been transferred elsewhere within the operation, several have continued to carry their Metrobus names and fleetnumbers. This can be seen on 8059 (RJ62ZHD), parked at Northumberland Park Garage on 18th September 2019. 8059 had spent about three years working from Orpington, then a further three years at Silvertown. Parked alongside was RF19UZO, one of the numerous new examples, all of which are in unmarked red.</p>

Photo 6077, by **John Schofield**, added to LTSV on 25/09/2019.

Sullivan Buses is one of several small operators around the country that have adopted practices traditional to London Transport, such as the use of prefixed-fleetnumbers. Taking things a step further, they recently introduced a Lincoln Green livery for the buses on one of their commercial services (the 306 from Watford to Borehamwood). This shade was used by London Transport for all of its 'country' area vehicles until the operations were hived-off to form London Country Bus Services in 1970. To support their commercial routes, Sullivan Buses obtained a fifth Renault Zoe electric car in autumn 2019, and this was given the fleetnumber EC5 (for Electric Car). While earlier EC1 to EC4 carry a red livery with details of the operator's TfL routes on the sides, EC5 was painted (or more accurately 'wrapped') in Lincoln Green, and has branding for routes 306, 398 and B3. The leaf logos (for 'green' vehicles) are also carried, though changed from green to an autumnal orange/yellow to sit better on the base colour. The new addition was photographed at the South Mimms operating base on 21st September 2019. It has to be said that this shade of green, which is fine on something like an RMC bus, looks a bit odd on a modern car.

Photo 6078, by **Ray Monk**, added to LTSV on 25/09/2019.

Information on bus company service vehicles comes from a variety of sources. The most common (and generally the most reliable) is sightings and photographs submitted by contributors, to whom I am grateful. Some companies provide fleetlist information to LTS and, where this contains information on service vehicles, it is normally passed on to me. It has to be said though that these lists are often somewhat inaccurate and/or out of date. A third source is the internet, though finding relevant information and photos is often a case of luck more than anything else. While looking through Flickr for something completely unrelated earlier this year, I came across some photos of Ensignbus service vehicles that had not previously been reported. There were three of them, all in plain white as opposed to the normal fleet livery of blue and silver. Two were Renault Kangoo vans, the third a Peugeot Partner car, and all were numbered in the recently introduced 8xx series. 804 was Kangoo van LC66FKJ, possibly operated since it was new in October 2016. Ray found the van at Lakeside Bus Station in Essex on 10th September 2019. Vehicles with fleetnumbers 802, 806 and 809 onwards have not yet been reported.

Photo 6079, by **Ray Monk**, added to LTSV on 25/09/2019.

As well as taking loads of Mercedes-Benz Vito minibuses, Go-Ahead London has also renewed much of its engineering van fleet in recent months. The Ford Transit Custom is the standard choice, most being short-wheelbase, high-roof examples. All are in red with a yellow 'safety' stripe at waist height. EF19HFP is based at Merton Garage and is one of several which have not yet gained any lettering. On 16th September 2019 Ray caught the van entering its home garage. Note that the SE class bus behind is parked rather precariously against the traffic flow.



Photo 6080, by **Bob Milner**, added to LTSV on 25/09/2019.

Like the example at Merton, Stockwell Garage's new engineering van (Ford Transit Custom van EF19HFR) does not have company lettering, though it has gained large Buses roundels. It was seen at home on 31st August 2019.



Photo 6081, by **Malcolm Conway**, added to LTSV on 30/10/2019.

At nearly four years, 7988F is now the oldest Mk8 Transit dropside in the leased fleet, although it does pretend to be somewhat younger by carrying the incorrect fleetnumber 8172F on both sides. Based at Lillie Bridge and fitted with a tail-lift (but no crew-cab), it was photographed at Tottenham Hale Station just after midnight on 9th October 2019.



Photo 6082, by **Derek Everson**, added to LTSV on 30/10/2019.

8076 was one of a trio (8075 to 8077) of Ford Transit Custom vans new in September 2015 that operated with suffix-less fleetnumbers. It is believed that they were based at Pelham Street (South Kensington), although they were generally only ever seen on the road at night. Replaced by newer 8876F to 8878F in September 2019, 8076 was seen awaiting sale at BCA Blackbushe on 3rd October.



Photo 6083, by **Ray Monk**, added to LTSV on 30/10/2019.

LUL took delivery of fourteen Mercedes Sprinter crew vans in 2015, numbered from 8134M upwards, with three being reallocated higher numbers 8176M to 8178M before entering service. Most of the batch were based at Stratford Market Depot and were night-time vehicles, meaning that several have never been photographed. Ray found 8145M at Acton Works on 26th October 2019, perhaps as a prelude to withdrawal.

Photo 6084, by **Ray Monk**, added to LTSV on 30/10/2019.

I think I may have slipped up with this vehicle. Two Skoda Octavia estates were delivered in October 2016 and were noted in the Acton Works car park with LUL roundels on their bonnets. They were later transferred to Westdown Road (Leyton), where they were eventually photographed. Co-incidentally, the sides of the cars were not visible at either location, and I seem to have made the assumption that they carried normal white/blue/red livery. However, Ray found 8184S in the car park of Acton Works on 5th October 2019 and it was clearly in plain white. Looking back at the Leyton photo, it is notable that the two Skodas lack the blue/red striping on the rear, as carried by the two VW Golf estates also allocated here. It seems likely that the other Skoda (8218S) was/is also plain white.

Photo 6085, by **Malcolm Conway**, added to LTSV on 30/10/2019.

The two Volkswagen Caddy Maxi Incident Response Vehicles based at the Palestra in Southwark are only very rarely seen out and about, although fortunately visits to Acton Works have enabled us to show both on LTSV. Malcolm found 8205VW at Notting Hill Gate Station on 11th August 2019.

Photo 6086, by **Ray Monk**, added to LTSV on 30/10/2019.

New in October 2016, Volkswagen Golf estate car 8253VW was only reported once during the next three years, meaning we have no idea where it is allocated. As often happens, it was eventually photographed when it made a visit to Acton Works, as seen outside the 'CDS' offices on 5th October 2019.

Photo 6087, by **Ray Monk**, added to LTSV on 30/10/2019.

The Volkswagen Caddy Maxi van (and crew van) is now a very common type in the central fleet, although the vast majority are diesel-powered. 8265VW, seen at Acton Works on 26th October 2019, is one of three petrol-engined vans new in winter 2016/2017. It has been noted at various locations (including Templar House in Holborn), usually at night. Parked on the right is another Caddy Maxi van, diesel 8686VW being newer but not reported since it entered service in September 2018. On the left is the area used to park the LBSL vans allocated here.

Photo 6088, by **Ray Monk**, added to LTSV on 30/10/2019.

Perhaps the single most common type of vehicle to be seen at Acton Works these days is the Ford Transit Mk8 van, although there is a little variety in their configuration, length and height. 8286F (seen at Acton on 26th October 2019) is a medium-wheelbase, mid-height crew van while 8406F parked behind is a long-wheelbase, high-roof van with roof-rack, more normally to be found at Hainault.

Photo 6089, by **Ray Monk**, added to LTSV on 30/10/2019.

8487F is a fairly standard-looking Ford Transit Custom van in LUL livery, seen parked outside building AC-26 at Acton Works (with the van yard in the background) on 19th October 2019.

Photo 6090, by **Keith Grimes**, added to LTSV on 30/10/2019.

LUL took 26 Toyota Prius hybrid cars during 2017, some of which have proved elusive. 8585T was not reported at all until Keith found it parked on Crestfield Street (opposite King's Cross Station) on 28th September 2019.

Photo 6091, by **Ray Monk**, added to LTSV on 30/10/2019.

The 'jumbo' version of the Mk8 Ford Transit has not been very common in the central fleet, just 6 having been delivered so far, of which 4 have already been withdrawn. As such, the largest common Ford Transit is the long-wheelbase high-roof variant, as typified by crew van 8673F at Acton Works on 19th October 2019.



Photo 6092, by **Ray Monk**, added to LTSV on 30/10/2019.

Volkswagen Transporter crew van 8707VW has already been shown on LTSV, parked at the dealership before delivery. Ray found it in the car park at Acton Works on 15th October 2019. Obviously it now carries full livery, but it has also lost the roof rack it had in the earlier photo. The one report of this vehicle in service was at Earl's Court, and I did wonder if it was allocated to Earl's Court Gardens. Vehicles numbered 8700VW to 8708VW seem to have mainly replaced Peugeot Partner Tepee estates 7448P to 7455P, which had been divided between Earl's Court and Barking (Wakering Road). If 8707VW is at Earl's Court, it would be a tight squeeze into the tiny yard, and perhaps the limited headroom required the removal of the roof-rack...



Photo 6093, by **Malcolm Conway**, added to LTSV on 30/10/2019.

It doesn't look like I am going to manage a night-trip this year (and it is getting too cold for my old bones now), but luckily I do still get some nocturnal photos to show. Parked near Victoria station on 15th September 2019 was Renault Kangoo Maxi van 8737R, one of a trio all based at Stratford Market Depot.



Photo 6094, by **Ray Monk**, added to LTSV on 30/10/2019.

In the Acton Works car park on a damp 24th October 2019 was Ford Transit Courier van 8766F, one of nine new for the Lifts and Escalators fleet in July 2019. The Courier is the smallest model in the Transit range, though Ford do also offer a van version of the Fiesta car, as shown by 8317F parked alongside (similar 8352F being in the left background).



Photo 6095, by **Ray Monk**, added to LTSV on 30/10/2019.

Several of the nine-plus Toyota Prius cars delivered in mid-September 2019 were still at Acton Works towards the end of the month. Seen in the car park on the 26th were 8892T, 8889T and 8886T.

Photo 6096, by **Ray Monk**, added to LTSV on 30/10/2019.

After a bit of a flurry in the autumn, deliveries of new vehicles for the central fleet seemed to slow down again in October, with just a handful of Volkswagens being noted. Delivered earlier that week, two Caddy Maxi crew vans were found on the stub road at Acton Works on 26th October 2019, already treated to LUL markings. To the fore is 8978VW with 8983VW behind. I was going to comment that these lacked the EU blue stripe on the registration plates but then I noticed that quite a variety of vehicles new over the past few years have been the same.

Photo 6097, by **Ray Monk**, added to LTSV on 30/10/2019.

Although deliveries have slowed down of late, there is evidence that a large number of vehicles are still on order. These two Volkswagens seen on the stub road at Acton Works on 10th October 2019 were both in service in LUL livery within a week. The Caddy Maxi van in front (RK69TXJ) was given the fleetnumber 9001VW, but the Transporter minibus behind (RK69TXN) got the surprisingly high number 9105VW.

Photo 6098, by **Ray Monk**, added to LTSV on 30/10/2019.

Recently added to the Arriva Southern Counties operation at Northfleet were three Peugeot vehicles given paper fleetnumbers TV01 to TV03. They are used for crew ferry work so perhaps the prefix TV stands for Transfer Vehicle? TV01 (seen here, although the number does not appear to be carried) and TV02 are Peugeot Expert Tepees, which fall into the hinterland between large estate cars and small minibuses. Note the Arriva Transport Solutions markings, indicating that the vehicles were transferred from one of the group's PTS (Patient Transfer Services) operations. Ray visited Northfleet on 23rd September 2019 and waited an hour for this vehicle to emerge.

Photo 6099, by **Ray Monk**, added to LTSV on 30/10/2019.

Arriva London's Dartford garage seems to have been going through a lot of crew ferry cars recently. One that was transferred in was Vauxhall Corsa 3-door hatchback HK63YYB, new in 2014 to Edmonton garage but used from Barking/Dagenham for the past few years. As with some of the other Barking cars, it carries its fleetnumber on a paper in the windscreen. It was seen near Dartford garage on 22nd October 2019.

Photo 6100, by **Ray Monk**, added to LTSV on 30/10/2019.

Quite a few new cars have been seen doing crew ferry work from Dartford garage recently. Annoyingly, many have been unmarked, meaning we have to be careful about publishing information in case it turns out that they belong to members of staff. Ray visited on 22nd October 2019 and photographed several, including white Vauxhall Astra SRI Turbo hatchback SG19MYB. Although the somewhat sporty specification would be unusual for a company vehicle, similar SG19NBJ (in unmarked black) was also noted. They could still just be short-term hires of course...

Photo 6101, by **Ray Monk**, added to LTSV on 30/10/2019.

For several years Metrolink has used former buses as crew rest rooms at bus termini which lack suitable facilities, such as East Acton and Greenford. Step-entrance Dennis Darts DP274 (see photo 5235) and DP275 (see photo 4897) were used from about 2010 but when Ray visited East Acton on 19th October 2019 he found ADL Enviro 200 bus DES799 (LK07BEU) in use. As with the previous Darts, at least one table has been fitted and some of the seats turned around. The vehicle most likely works from West Perivale garage, despite carrying the PB code of Potters Bar. According to LOTS, DES799 was converted for this purpose in mid-2018. It is not yet known if there is a second example.

Photo 6102, by **Ray Monk**, added to LTSV on 30/10/2019.

As well as a sizeable fleet of vans in white/green/yellow, the Docklands Light Railway service vehicle fleet includes at least two of these Kia Niro hybrid-electric cars in black with white lettering. Fleetnumber 031 is carried by FP68GCY, seen at the far north-east end of the Poplar Depot (off Harrow Lane) on 28th September 2019. The parking marker on the fence behind shows that this space is reserved for the Signal Installation Team, although the DLR does not use conventional railway signals. Having said, a fairly normal signal is visible in the background, these presumably being needed within the depot confines, where trains would be driven manually.

Photo 6103, by **Stuart Hicks**, added to LTSV on 10/12/2019.

Ray noticed a couple of the ERU's Volvo rescue tenders having 'adverts' applied at Acton Works in early November, and this photo seems to provide an explanation. Taking part in the Lord Mayor's Show on the 9th was tender 2606, decorated with posters on the roller shutters and a huge poppy on the front grille.

Photo 6104, by **Ray Monk**, added to LTSV on 10/12/2019.

After a gap of a couple of months, deliveries of new Ford Transits resumed in November 2019, first up being about a dozen dropside trucks. Photos of some will appear later in this set but first we can take a look at some of the replaced vehicles. As normal, these returned to Acton for decommissioning and disposal, as with 7471F seen in the works on November 9th. Although very nearly seven years old, this truck has only been reported a couple of times and is believed to have been based at Ruislip. Noting which vehicles are withdrawn can help determine where the new vehicles are likely to have been allocated. It does seem that several of the dropside trucks on the way out were from outer 'Metroland' (primarily Ruislip and Rickmansworth).

Photo 6105, by **Ray Monk**, added to LTSV on 10/12/2019.

Another recently replaced Transit dropside truck seen at Acton Works was 7699F on 23rd November 2019. This example was not as elusive as some of the others, having been based at Lillie Bridge. A couple of the new (Mk8) Transit dropside trucks are also visible in this view, including 8988F on the right with its fuel filler flap open.

Photo 6106, by **Ray Monk**, added to LTSV on 10/12/2019.

Edgware Track Depot has an allocation of about twenty service vehicles. It is hard to be exact since the depot is impossible to see into, as mentioned here recently (see photo 6024). Other than night-time visits to Camden Town, the best way to see their vans might be to wait until they turn up at Acton Works. One of the allocation is VW Caddy Maxi crew van 7803VW, one of three new in April 2014. Sister 7804VW had an early demise in January 2016, perhaps as a result of an accident, while 7805VW is a rarity for having been photographed outside in daylight! On 23rd November 2019, 7803VW was parked next to Transit 8530F in Acton Works, perhaps indicating that it had just been replaced by one of the similar VWs delivered earlier in the month. The 'No Tools...' notices are not standard but have been seen on a couple of Edgware vans. Note also the one-piece rear tailgate.

Photo 6107, by **Stuart Hicks**, added to LTSV on 10/12/2019.

I haven't published any photos of LBSL IRU vans recently, mainly because all the current fleet has already been shown. However, time may be running out for these vans, most of which are over four-and-a-half years old. Some photos later in today's set will explain more about this. For now though, here is a fine view of 7884M at Finsbury Park Bus Station on 3rd December 2019.

Photo 6108, by **Ray Monk**, added to LTSV on 10/12/2019.

Ford Transit dropside truck 7992F from the Lillie Bridge allocation was seen in Acton Works on 16th November 2019. Quite a few Mk8 dropside trucks have been disposed of already, including some newer than this one, so withdrawal may be the reason for the truck's presence. It does seem that the crew cab Mk8 Transit dropside has not been found satisfactory by LUL, with all but one of the additions in the past three years having single cabs only (even those which are known to have replaced older crew-cab trucks).

Photo 6109, by **Ray Monk**, added to LTSV on 10/12/2019.

Withdrawal of the fourteen Mercedes Sprinter crew vans new to LUL in autumn 2015 may be expected soon and Stratford Market Depot's 8143M was seen at Acton Works on 30th November 2019. Having said that, it may not have been here for decommissioning, since it was parked close to the Electrical Engineering section rather than in the DSM Van Yard.

Photo 6110, by **Malcolm Conway**, added to LTSV on 10/12/2019.

Seen on Fencepiece Road in Hainault on 16th October 2019 was Volkswagen Caddy Maxi crew van 8198VW, allocated to the nearby LUL depot. This model is becoming a 'standard' feature of the central fleet, with over a hundred in current stock. The bus in the background still has the colour-coded route branding, applied as a trial in 2017 to all the routes serving Barkingside. Many of the buses have since lost the branding or been replaced, although a second trial was launched in Hayes (west London) in 2018.

Photo 6111, by **Ray Monk**, added to LTSV on 10/12/2019.

While the Volkswagen Caddy Maxi crew van is becoming ubiquitous, here is a VW type that remains rare. The Golf car has seen limited use in estate form since 2004, with 29 examples in the liveried fleet at different times. However, there have been just four of the hatchback variant, one pair arriving in September 2016 and another in April 2017. 8340VW is from the former and was photographed in Acton Works on 28th November 2019. Sightings of this car (and the other three hatchbacks) have been infrequent and the allocations are not known.

Photo 6112, by **Ray Monk**, added to LTSV on 10/12/2019.

Cowering in the far corner of the Acton Works car park on 5th November 2019, this never-before-seen Renault Kangoo van had tried to hide itself under some leaves. Very little is known about the allocation, habits and mating rituals of this 3-year old van.

Photo 6113, by **Ray Monk**, added to LTSV on 10/12/2019.

Ray has had some interesting finds on his recent visits to Acton Works, perhaps none more so than this photo taken on 30th November 2019. The subject is a Smart Fortwo car registered WU17JSV. This was noted at Acton (albeit not clearly) when new in 2017 and it was the 17th (and now sole) Smart car in the numbered fleet. But the number is a problem. Official lists show the car as being numbered 8349SM, which fits in with its age. However, as this photo shows, it actually carries number 8176SM. Things are actually even muddier than that, as we have attributed the number 8176 to Mercedes Sprinter van WX65VRV. Although the van does carry this number (8176M), it appears on official lists as being a second to be allocated the number 8140M, which means that the number 8176 was 'officially' available. And there's more! Van WX65VRV was originally allocated number 8147M, which did remain unused once the new number (or one of them at least) was assigned. So, um...

Another confusion with this car is the livery. The black parts are panels rather than painted, so the livery has been listed as white. The rear tailgate and bumper are mainly white. Earlier Smarts had a combination of silver and black panels around the rear corners, as seen on 7625SM (see photo 5102). The final mystery is where this car is allocated, though I suspect it may be based out at Rickmansworth, a small car being visible there in Google aerial photos.

Photo 6114, by **Ray Monk**, added to LTSV on 10/12/2019.

Another mystery at Acton Works, this time on 16th November 2019. 8381VW is a Volkswagen Caddy Maxi crew van based at Edgware Track Depot and is one of a batch of five numbered 8380VW to 8384VW. There may actually be six there but 8385VW has never been reported since delivery. Anyway, when seen at Acton, 8381VW had livery on the rear but the side was in unmarked white/blue and there was no LUL roundel on the bonnet. The van had been noted a week or so earlier, leaving the works on a low-loader. It is presumed that it had had an accident and was being taken away for repairs. It is further assumed that all the offside panels (and bonnet) required replacement, hence the loss of the livery. It is still further assumed (!) that the red stripe and lettering were re-applied at Acton before the van was dispatched back to Edgware. Interestingly, sister van 8380VW was also seen at Acton a couple of weeks later, but with no signs of damage.

Photo 6115, by **Paul Nicholls**, added to LTSV on 10/12/2019.

On a murky 28th November 2019, Ford Transit dropside truck 8592F was found at Upminster Depot. This photo was taken from the public car park on Front Lane, although I don't recall SVs being parked in this area in the past. 8592F is a long-wheelbase Transit with a single-cab and tail-lift and it was new in May 2018. The few sightings reported suggest that Upminster is its home base.

Photo 6116, by **Ray Monk**, added to LTSV on 10/12/2019.

Renault Kangoo van 8727R was seen in the car park at Acton Works on 8th December 2018 when just a couple of days old. The Tramlink operation received nine new service vehicles in autumn 2018, and it appears that their fleet must have grown as fewer vehicles than that appeared to have been replaced. 8727R spent a couple of weeks here before being delivered, but it was back at the works barely a year later, being parked in the lorry yard with accident damage in November 2019.

Photo 6117, by **Malcolm Conway**, added to LTSV on 10/12/2019.

Ford Transit Custom crew van 8747F, one of the batch assigned to the Lifts and Escalators section nominally at Frank Pick House, was found parked near Victoria Station on the night of 3rd December 2019. It was keeping company with VW Caddy vans 8866VW and 8867VW, both of which are often to be found in the Victoria area at night.

Photo 6118, by **Ray Monk**, added to LTSV on 10/12/2019.

At the end of November 2019 deliveries of Ford Transit Mk8 vans resumed after a break of several months. The new vans were the first to the '2020 Facelift' design, with a slightly revised shape to the front grille. The change to the shape is quite hard to describe in simple terms, and it would be easier to just compare this view with earlier photos such as photo 5822 of 8648F. The new shape seem to be a 'motif' that is also seen on the latest version of several other Ford models. Perhaps an easier means of recognising the new Transit is the fact that there is now no body colour between the grille and the bumper. 8844F is a medium-wheelbase, mid-height van, first licensed on 2nd December 2019 and seen 5 days later at Acton Works in full LUL livery.



Photo 6119, by **Ray Monk**, added to LTSV on 10/12/2019.

From the rear, the only change with the '2020 Facelift' of the Mk8 Ford Transit van appears to be the stop light at the top. Previously flush with the bodywork (as seen on 8843F in photo 6001), it is now fitted in a prominent black housing. This view also usefully shows the differences between the medium-wheelbase (on the left) and long-wheelbase (right) variants, most noticeably that the door runner extends to the rear on the former. 8916F (on the left) and 9053F (on the right) are both mid-height crew vans and were photographed in the DSM yard at Acton Works on 7th December 2019.



Photo 6120, by **Ray Monk**, added to LTSV on 10/12/2019.

As already mentioned, at least a dozen new Ford Transit dropside trucks were delivered in November 2019. All seem to be to the same configuration (long-wheelbase with a single cab and tail-lift) and all have registration numbers in the LR69C--series. The fleetnumbers are however somewhat spread out, suggesting that these were ordered in ones and twos, some quite a while ago. Seen in Acton Works on 16th November 2019 were 8989F (on the left) and 8938F.



Photo 6121, by **Colin Smith**, added to LTSV on 10/12/2019.

The new Ford Transit dropside trucks delivered in November 2019 were all to the pre-2020 facelift design, and they are likely to all be for use by LUL. 8987F was found near the Gunnersbury Lane entrance to Acton Works on 19th November, when it was just over a week old. Bollo House can be seen in the left background, on the other side of the tube tracks. There are plans to redevelop the TfL-owned land on which this sits, and also the rest of the land along Bollo Lane as far as the level crossings. If this goes ahead, the main road entrance to Acton Works will have to be moved. The roadway seen here comes out beside Acton Town station and could perhaps be used, though it is rather narrow. The only other possibility would be the creation of a new access road across the old sports ground in the south-west corner of the works and coming out on Gunnersbury Avenue.



Photo 6122, by **Ray Monk**, added to LTSV on 10/12/2019.

Yet more VW Caddy Maxi crew vans were delivered in November 2019, including this pair seen on the stub road in Acton Works on the 21st. Although still in un-lettered white/blue, RK69TWX was reported in service four days later, in LUL livery and with the 'special' fleetnumber of 9000VW. RK69TWZ parked behind has yet to be seen with a number.



Photo 6123, by **Ray Monk**, added to LTSV on 10/12/2019.

Another Toyota Prius car arrived in the first week of December 2019 and, like most of the others, was given LUL livery, though it was the first of its type to get a number in the 9000s. 9004T was found in the corner of the car park at Acton Works on 7th December 2019.



Photo 6124, by **Ray Monk**, added to LTSV on 10/12/2019.

Unexpected arrivals at the end of November were two Ford Mondeo estate cars. 9011F was seen outside the vehicle preparation shed at Acton Works on 28th November 2019, having just been given LUL livery. Similar 9036F was still inside being worked on. The Ford Mondeo has been a constant, but by no means common, part of the central fleet since 1994. By early 2019 there was only one left in the fleet (8283F), so these new arrivals have tripled the amount. Note that the 'new' Mondeo now has a grille shape similar to that on other Ford models.



Photo 6125, by **Ray Monk**, added to LTSV on 10/12/2019.

Among the '2020 Facelift' Ford Transit vans delivered in November/December 2019 was 9012F, a long-wheelbase, mid-height crew van given LUL livery. It was seen on the stub road at Acton Works on 7th December 2019.



Photo 6126, by **Ray Monk**, added to LTSV on 10/12/2019.

9036F was one of two Ford Mondeo estate cars delivered at the end of November 2019. On the 30th it was in the Acton Works car park, presumably awaiting collection by its user.



Photo 6127, by **Malcolm Conway**, added to LTSV on 10/12/2019.

Here is a fine view of LUL Mercedes Econic dustcart W066HHS, taken in Tottenham Hale Bus Station just after midnight on 4th December 2019. The current fleet of Econic dustcarts comes in 2- or 3-axle versions, with bodywork by two different companies. W066HHS is a 3-axle Econic with a compactor made by NTM.



Photo 6128, by **Ray Monk**, added to LTSV on 10/12/2019.

The Cordwallis Volkswagen dealership in Bedfont is now often on the itinerary of SV-hunters exploring west London, since the yard there often contains vans awaiting delivery to Acton. In recent months a steady stream of Caddy Maxi crew vans has come from here, with more arriving all the time. On 7th December 2019 Ray found lots of vans present, some of which (including R069VTL shown here) had already had their blue skirts applied. This van was due to be licensed the following Monday. Also visible is a VW Crafter van registered RE69NFC, which we believe may also be destined to be a service vehicle. The large fleet of London Buses Incident Response Unit vans is just about due for replacement. We had heard from an inside source earlier this year that the replacements had been postponed but that they would most likely be VW Crafters and would carry the white-based livery as seen on other recent LBSL service vehicles (such as Toyota Yaris car 8418T – see photo 5369).

Comment by *Ray* on 11/02/2020: The Crafter RE69NFC has become 9060VW.



Photo 6129, by **Ray Monk**, added to LTSV on 10/12/2019.

Another VW Caddy Maxi crew van in unmarked white/blue at the Bedfont dealership on 7th December 2019 was RV69KSE, expected to be licensed on Tuesday the 10th. Another of the large contingent of VW Crafter vans is also present in the form of RE69NBO. Although still in unmarked white, there are a couple of clues that these could indeed be future LBSL IRU vans. They are being fitted with low-profile light-bars (just visible at the rear), and they are having small hazard lights fitted on the front (just above the bumper) and rear.

Comment by *Ray* on 11/02/2020: The Crafter RE69NBO has become 9059VW.



Photo 6130, by **Ray Monk**, added to LTSV on 10/12/2019.

Although it may turn out that the Volkswagen Crafter vans accumulating at the Bedfont dealership are not in fact for use as service vehicles, I am including one more photo of them, again taken on 7th December 2019. RE69NCD shows the hazard lights (on each side just below the upper door hinges), the LED light-bar, and the 'Safe-T-bar' rear bumper. The protrusion at the top centre of the rear is believed to house a camera for use when reversing/parking. Three of four similar vans can also be seen here, including RE69NBY on the right.

Comment by *Ray* on 11/02/2020: Crafter RE69NCD has become 9061VW. Crafter RE69NBY has become 9056VW



Photo 6131, by **Ray Monk**, added to LTSV on 10/12/2019.

Now onto trailers, specifically small trailers, a subject that I like because it often seems to involve mysteries and unknowns. Seen at the bottom end of the lorry yard at Acton Works on 21st November 2019 was a two-axle box trailer in white with LUL 'Engineering services' lettering and the fleetnumber CBT57. This was one of three small trailers that were latterly based at Lillie Bridge for use by the Ventilation section. They were normally used with the mobile generators mounted on Mercedes or Ford chassis, all being replaced by a pair of new Peugeot vans in about 2015. It was thought that the trailers would be disposed of, but in early 2017 one was seen in the lorry yard at Acton Works. We got a close-up look at this in April 2018 (see photo 5660), but it was reported that it did not carry any identity. Close examination of the details (including the dirt streaks!) seems to confirm that the trailer shown here is the same one, in which case either the number was somehow missed by our correspondent, or it has only recently been re-applied. The trailer is unlikely to have been used since arriving here, and it still has the registration plate KJ03DXA on the back. That mark belonged to Ford Transit 5474F which has not been licensed since early 2016.

CBT57 is a Cobul/Indespension 480D trailer that was new in November 1993 (followed a couple of weeks later by similar CBT58) and initially based at Junction Road, Holloway. It still carries its original lettering, this style pre-dating the creation of Tube Lines and Metronet in 2003. It would appear from this photograph that the front bull-bars wrap around the offside but not the nearside. If so, that would make it the trailer on left in Kim's 2008 photograph at Lillie Bridge (see photo 2166).

Update: I have been looking through photos taken from trains passing Acton Works. In February 2015, three box trailers were here, including two Cobul 480Ds, which I reckon were CBT57 and CBT58. The third was not CBT46 from Lillie Bridge though. It looked rather like CBT64, but it was clearly not that either. By August 2016, that and CBT58 had gone, leaving CBT57 to remain there until now.

Photo 6132, by **Ray Monk**, added to LTSV on 10/12/2019.

Found in the lorry yard at Acton Works on 23rd November 2019 was this small 2-axle trailer. It was parked next to the box trailer which we now know is CBT57, but its own identity is not known. This type of trailer is mainly used for small plant such as tracked diggers, although this one is usually used to move a mobile hydraulic man-hoist (cherry picker), at least three different examples of which have been found in photos (one with blue booms was used at least from 2007 to 2015, with one with yellow booms before that, and one with green booms from 2016 onwards). The trailer has a red plate (visible here) which states that it was supplied by T N White. However, out of view under the front side of the trailer is another plate which shows the builder to be I for Williams. I don't think this trailer is part of the numbered fleet, although it has been around since at least 2011.

Photo 6133, by **Ray Monk**, added to LTSV on 10/12/2019.

The trailers are getting smaller, indeed it would be hard to make one smaller than this. Seen in the lorry yard at Acton Works on 21st November 2019, this is a Turbocast 1000 (!), towable salt/grit spreader made by Glasdon. The main part of the trailer is a 500kg capacity hopper made of plastic (Durapol), while a pair of chain-driven, spreading wheels are at the bottom. One notable aspect of this trailer is that it was carrying the registration plate N435CMF. This belonged to the ex-Police Land Rover (see photo 3894), which is believed to have been disposed of in 2016. So, presumably the trailer has been in use for a few years, but has not been out on the public highway. Also visible in this photo is the smallest numbered trailer, mini-tanker T70. This was replaced by a new trailer in early 2018, but it has evidently been retained. Visible on the left is the tow-bar of box trailer CBT57. This part of the lorry yard was normally full of facilities vans until the fleet was cut back at the start of 2018. The three remaining facilities vans can be seen in the top right, these being 7675F, 7674F and 6517F. 6517F is now eleven years old, and is one of very few service vehicles to still have Tube Lines branding.

Comment by *Thomas Young* on 21/12/2019: Seasons Greetings! This trailer has appeared on LTSV before, caught by Ray back in 2015 (see photo 4853).

Photo 6134, by **Derek Everson**, added to LTSV on 10/12/2019.

Additions to the London United and London Sovereign service vehicle fleets over the past couple of years have tended to be unmarked, in contrast to the earlier practice of giving vans and cars red livery, lettering and fleetnumbers. Among the newer vehicles were three white Citroen Berlingo vans. LC18GHF (along with LC18HFL) was initially used as a crew ferry vehicle from Edgware garage. By late 2019 it was being used by engineers at the former NCP garage in Twickenham, as seen there on 5th November. According to a company list, this van is allocated fleetnumber ST75069, but it is completely anonymous. Twickenham Garage (code NC, and not to be confused with Abellio's Twickenham Garage in Fulwell) has not operated any TfL bus routes for the past few years, but it has remained in use for bus storage and engineering. Then, from 13th November, it started running ten MAN minibuses on a demand-responsive service around Ealing.



Photo 6135, by **Ray Monk**, added to LTSV on 10/12/2019.

Arriva service vehicles used to be a regular sight at Eltham Bus Station until bus tendering changes saw the routes pass to other operators. We were somewhat surprised to see Arriva crew ferry cars present there from early November 2109. Ray soon found out that this was in connection with the operation of new bus route 335, which had started running between Kidbrooke and North Greenwich on 26th October. This was operated by Arriva London's Dartford garage and, because there was no convenient parking at Kidbrooke Station, drivers changing over there would take the train one stop to Eltham then take the crew ferry back to Dartford. Present at Eltham on 10th November were previously unreported Peugeot 2008 hatchback KT19UDN (in unmarked black) with silver Vauxhall Corsa HK63YYB (which had previously served at Edmonton and Barking-Dagenham) behind. At the back was unmarked black Vauxhall Astra hatchback SG19NBJ.

Comment by *David C* on 27/02/2020: It's because there are facilities at Eltham to use.



Photo 6136, by **Google**, added to LTSV on 10/12/2019.

This is a view of what I have called Bow Substation, looking south with the Anglia and DLR railway lines across the bottom (Pudding Mill Lane and Stratford are to the left, Bow Church and Liverpool Street to the right), the River Lea flowing up the right hand side and the A102M East Cross Route road beyond that. This location is close to where the Crossrail tunnels come to the surface and it is presumed that the substation provides power to the underground section. The reason that it is included on LTSV is that it is believed to be home to some of the 24-odd Elizabeth Line service vehicles. Several vehicles are visible in this view but it looks like these belong to contractors working on the site's construction. Recent trips past on the DLR have shown that a couple of vans and trucks are still parked in the area at the far right, backing on to the river. Unfortunately, they are too far away to be sure that they are Elizabeth Line vehicles, let alone see their identities. There is a single Ford Transit dropside truck (8654F) in the block of numbers assigned to the Elizabeth Line, but it has yet to be seen properly. I have an inkling that it might be kept here. So, how can you see what is here? Well, the west-bound DLR is on the nearest track and offers probably the best view. There is a footpath on the east side of the river but it looks to be at a lower level with a tall wall. In the top left of this view is the nearest road, Cook's Road, which becomes Barbers Road as it curves round towards Pudding Mill Station. Ray has investigated this approach but the access gate is too far away from the parking spaces to be of any use. So, there you have it.

By the way, you may have noticed the red double-deck bus in the yard on the other side of Cook's Road. This is former Abellio 9006, sold in 2017. The only reason I know this is because it still has its 'Travel London V6' lettering on the roof. What the bus was doing here is another matter.

Photo 6137, by **Google**, added to LTSV on 10/12/2019.

This is Stratford Market Depot, one of the 'big three' in terms of service vehicle allocations (along with Acton Works and Lillie Bridge). It is hard to be certain due to the 'ghosting' of this composited image, but I reckon that about 90 service vehicles are visible in this view. The only identifiable types are the pair of ERU Volvo tenders at middle-left, while just nearer is what looks like a Ford Transit van with a cherry-picker lift (most likely 8470F – see photo 5990).

The largest building, right in the middle, is the LUL Engineering and Skills Academy. The main depot building is larger but is mainly out of frame to the right. Running across the top right corner are the DLR and Jubilee Line tracks. From trains you can see the main depot but you will hardly see any service vehicles. The road entrance to the depot is at the top middle, most departing vehicles will follow Cam Road (just visible in the top left corner) through the new flats to the High Street. Running between the trees down the west side of the depot is Channelsea footpath. This is at a lower level and, even with a leg-up to see over the wall, you will still only see a couple of vehicles. So the best option seems to be to buy one of the flats in the newish white/brown block at the north edge of the yard. I would recommend one on the top floor as these seem to have balconies!

A few years ago there were tours of the depot offered as part of the 'Open House' programme. Several of us took part but there were two disappointments. Firstly, we weren't taken/allowed anywhere on the 'interesting' side of the training building. Secondly, although I did photograph a couple of vehicles in the centre yard, we were under strict instructions not to publish or share any photos taken.

Photo 6138, by **Ray Monk**, added to LTSV on 29/01/2020.

The aircraft tails in the background give this location away as being Hatton Cross Bus Station, at the south east corner of Heathrow Airport. The subjects are two Ford Fiesta cars used as crew ferry vehicles by Abellio. This type has been the most numerous in the Abellio fleet in recent years, with over 50 having been operated. This pair both have the large TWx bonnet numbers applied, denoting allocation to Twickenham (Fulwell) Garage. The TW numbers are in addition to the company-wide 6xxx fleetnumbers, the latter normally being applied (if at all) in small lettering close to the fuel filler cap. Closer inspection of this photo will show that WG12CFP on the left is very dark blue, while SH12XBU on the right is black. 12th November 2019.

Photo 6139, by **Derek Everson**, added to LTSV on 29/01/2020.

Despite the addition of numerous new Mercedes-Benz Vito minibuses to the Go-Ahead London fleet over the past couple of years, some of the older examples have remained in use. RJ62ZHA was part of a batch of 15 Vitos acquired in early 2013 for use by Metrobus, with whom it was fleetnumber 8056. Reshuffling of the combined Go-Ahead fleet saw it moved first to Silvertown (in 2016) and then to Northumberland Park (in 2019), despite which it retained the Metrobus logo and fleetnumber on its white livery. Northumberland Park crew ferries run to various locations, the most frequent being Tottenham Hale Station. Turnpike Lane was added in 2019, following the winning of bus route 232 from Metroline. RJ62ZHA was seen turning around at the south end of the bus station on 20th August 2019, showing a local duty number 5 in the side windows.

Photo 6140, by **Paul Nicholls**, added to LTSV on 29/01/2020.

Received from a correspondent in late 2019 was a list of Ensignbus support vehicles, this including several we did not previously know about. Unfortunately the list did not include livery details, so it was not known whether the additions had been treated to the normal Ensignbus blue and silver livery. The first of the 'new' vehicles to be seen was Renault Trafic minibus LX63WUFU, found at Lakeside Bus Station on 7th December 2019 (the date of the annual Ensignbus Running Day). As can be seen, this minibus was in unmarked silver.

Photo 6141, by **Bob Milner**, added to LTSV on 29/01/2020.

The new crew ferry parking area at Potters Bar Garage has been resurfaced with tarmac since we first showed it last autumn (see photo 6053). This new photo, taken on 26th January 2020, also shows how close the compound is to the High Street, the pavement of which is just visible in the bottom left corner. Metroline crew ferries are usually unmarked and the allocation here is no exception. Most duties are covered by two pairs of Ford vehicles, comprising two Grand C-Max cars (like AX19NAO on the left) and two Tourneo Custom minibuses. Of the latter, AV16CNY was absent for a couple of months at the end of 2019, presumably for repairs. In its place a black Peugeot minibus (GK19XNF) was hired. Judging by its relatively clean state, AV16CNY may have only recently returned when this photo was taken.

Photo 6142, by **Ray Monk**, added to LTSV on 29/01/2020.

Most Go-Ahead London bus garages now have a Ford Transit Custom van for use by the engineers, although as will be seen, there is some variety as to whether they are lettered or not. EO16PVL was one of the first pair, arriving in spring 2016, and is medium wheelbase while most others are short. It was initially based at Peckham garage but normally to be found in central London. Newer van EF19HHG took over this duty in 2019 and it looks like EO16PVL may have moved to Orpington to replace older Transit FY63TAV. It was photographed at Eltham Bus Station on 13th January 2020.

Photo 6143, by **Ray Monk**, added to LTSV on 29/01/2020.

Go-Ahead London operates a number of Ford Fiesta vans for admin and/or light engineering duties, most of which are in unmarked red. EU16KVV was reported several times at Camberwell garage but has also been seen at Merton, which is the location of the company's head office. On 16th September 2019 Ray caught it leaving Merton and passing the Kiss Me Hardy pub in Colliers Wood.

Photo 6144, by **Ray Monk**, added to LTSV on 29/01/2020.

Most of the Ford Transit Custom vans used by Go-Ahead London engineers are in unmarked red, usually relieved by a reflective yellow 'safety' stripe. EF67UCZ is a typical example, being a short-wheelbase, high-roof van. It is allocated to Morden Wharf garage and was found at the nearby North Greenwich Bus Station on 12th July 2019.

Photo 6145, by **Ray Monk**, added to LTSV on 29/01/2020.

Arriva London's Dartford Garage seems to have had a lot of new crew ferry cars over the past year. A few have had company markings but most have been in anonymous liveries, and they have included some unfamiliar models. It is presumed that at least some of these were only on short-term hire, and it is unlikely that all 19 cars currently listed as being at Dartford are still in use. One of the most recent additions is this Hyundai Kona seen departing from Bexleyheath bus stand on 15th January 2020.

Photo 6146, by **Derek Everson**, added to LTSV on 29/01/2020.

The next four pictures are all of identical vehicles, and indeed the first three have consecutive registration numbers. The subjects are Mercedes-Benz Vito minibuses used as crew ferry vehicles by Go-Ahead London. Twenty of this type were delivered in 2019 (with the possibility of at least one more not having been seen yet), joining 19 new in 2018. Not all of Go-Ahead London's garages need crew ferry vehicles, and the Vitos are generally to be found at the bases in outer London. RF19UZS is one five 2019 Vitos based at Northumberland Park Garage. Minibuses at this base often show duty numbers in the windows, this one showing 7 as it arrived at Turnpike Lane Bus Station on 17th September 2019.

Photo 6147, by **Ray Monk**, added to LTSV on 29/01/2020.

Go-Ahead London's newest garage is at Morden Wharf on the Greenwich Peninsula. Seen at the garage on 31st August 2019 was Mercedes-Benz Vito minibuss RF19UZT in the normal unmarked (unless you count the bird droppings!) red livery. Crew ferries from here run to various locations, including Vanbrugh Hill and Greenwich (Cutty Sark).

Photo 6148, by **Ray Monk**, added to LTSV on 29/01/2020.

The Croydon (Beddington Lane) bus garage of Go-Ahead London was inherited from Metrobus, whose name is still prominently displayed. Being rather remote from public transport in general, let alone the bus routes which it operates, the garage makes much use of crew ferries, with about a dozen Mercedes-Benz Vitos allocated. Five of these were visible parked in front of the garage on 24th August 2019, including RK68GVU and RF19UZU.

Photo 6149, by **Ray Monk**, added to LTSV on 29/01/2020.

Silvertown is one of the smallest bus garages in London, with a peak run-out of 66 buses. However, the garage is remote from the 5 routes operated and hence requires the use of crew ferries. We currently have six such vehicles listed as being allocated here, all Mercedes-Benz Vito minibuses in unmarked red, and all but one new during 2019. On 31st August 2019, Ray caught RJ19HSX coming out of Factory Road and turning on to Store Road. The road layout around here has always been a bit odd, with a road running each side of the railway that once went to North Woolwich. There used to be numerous level crossings to provide road access to the mainly industrial premises between here and the river. Although the line closed in 2006, much of its formation is now used for the Abbey Wood branch of the Elizabeth Line. Since level crossings are no longer suitable, access to the riverside premises is now only from either end of Factory Road. The building visible above the minibus is the location at which the Elizabeth Line resurfaces after crossing under the Thames.

Photo 6150, by **Ray Monk**, added to LTSV on 29/01/2020.

As was mentioned last month (see photo 6134), the Twickenham garage of RATP no longer operates any TfL bus routes but it does now host the ten MAN minibuses used on the 'Slide Ealing' demand-responsive network, as well as undertaking some engineering work on buses from other garages. Reported at the garage on Christmas day 2019 were five new Dacia Sandero cars in white livery with RATP branding and fleetnumbers in the range D75101 to D75105. It was presumed that these were being stored pending allocation, rather than for use there. Another five were delivered a week later, taking the fleetnumbers to D75110. Ray visited on the 11th January 2020 and photographed D75104 surrounded by several others. One of the minibuses is also just visible. The choice of fleetnumbers is interesting. When RATP undertook its renumbering exercise in 2016, medium-sized vehicles (vans and minibuses) got numbers in the 700xx range, while the smallest cars and vans went into a 750xx series. The 700xx series seems to have been dropped soon afterwards, with all new support vehicles getting 750xx numbers. Numbers up to 75074 are known about, many being allocated to anonymous cars and vans. When the Slide Ealing minibuses appeared they were given the numbers M75091 to M75100, which seemed odd. Apart from the fact that earlier minibuses were in the 700xx series, what about the numbers between 75075 and 75090? It is possible that these were allocated to other vehicles which we do not know about. Anyway, the numbers on the new Dacia cars have followed on from the minibuses. Who would have thought we would see Ds and Ms on the streets of London in the 2020s!



Photo 6151, by **John Woolf**, added to LTSV on 29/01/2020.

John visited Twickenham on 18th January 2020 and photographed more of the new Dacia Sandero cars. Dacia (pronounced Datcha) is a Romanian company but has been owned by Renault since 1999. As can be seen, the livery is rather minimal, with small RATP Group branding on the sides and rear. The yellow notice on the fuel filler cap says 'Unleaded Fuel Only'. By the way, these cars are currently listed on the LTSV database with an operator name of London United, although it is likely that some will go to London Sovereign garages. I should probably amend these to RATP but changes of operator name are a bit of a pain when it comes to recording the history of vehicles. I recall changing a lot of 'London United' records to 'Transdev' a few years ago, only to have to change them back later when the Transdev name was dropped.



Photo 6152, by **Derek Everson**, added to LTSV on 29/01/2020.

Derek was actually the first person to send me a photo of the new RATP Dacias, after he visited Twickenham on the 8th of January 2020. However, he also returned there on the 22nd and captured this excellent overview. A couple of the initial ten cars had already departed (believed to have gone to Hounslow Heath garage), but a further fourteen of the same type had been delivered. Four had been here for a few days and had already gained fleetnames and numbers D75111/2/3/5. The other ten had only just arrived and were still in unmarked white. Eleven cars in total are visible in this photo, with more out of view. Also present were two Trident/Alexander trainer buses, an Optare Versa single-decker, and one of the MAN TGE minibuses used on the Slide Ealing service. The MAN TGE is a variant of the VW Crafter model (see photo 5944). I was interested to note that these buses have minibus-style sliding doors. The Mercedes-Benz Sprinters used on the slightly earlier demand-responsive network based in Sutton had full-sized, bus-style folding doors.



Photo 6153, by **Ray Monk**, added to LTSV on 29/01/2020.

Two red Seat Leon hatchback cars were added to the Dartford allocation around the turn of 2019/2020 and thankfully both were given Arriva fleetnames. The Leon model is similar to (but slightly larger than) the Seat Ibiza, two of which (in an unusual gold livery – see photo 5976) were also delivered to Dartford earlier in 2019. DG69AYN was seen at the bus stand on Arnsberg Way in Bexleyheath on the first day of 2020.

Photo 6154, by **Ray Monk**, added to LTSV on 29/01/2020.

Two new Skoda Octavia saloon cars were reported in use from Arriva London's Dartford garage in November 2019. Although both were in unmarked white, they displayed Arriva signs in the windscreen. I was hesitant to add them to the database but they were both still in use a couple of months later. WV69FZS was seen at Eltham Bus Station on 13th January 2020.

Photo 6155, by **Derek Everson**, added to LTSV on 29/01/2020.

Another 'maybe' service vehicle, and with a registration number (and livery) very like that in the previous photo. Seen at First Berkshire's Slough garage on 14th January 2020, WV69HZS is a Nissan e-NV200 electric van in unmarked white. It is clearly plugged in (for charging), although it is parked in front of a notice that says 'Stores Only, Do Not Park!'. This may not be a permanent addition to the First Berkshire fleet, but there is evidence to suggest it is their current engineers van. The previous incumbent was Volkswagen Transporter van VO64WCK, which was delicensed on 9th September 2019. The Nissan van shown here was first licensed three days before that.

Photo 6156, by **Derek Everson**, added to LTSV on 29/01/2020.

Because most recovery vehicles are not listed in the database, it is quite easy to miss the fact that a vehicle has already been shown. This Scania lorry has in fact already made three appearances on LTSV, although it has to be said that on one occasion there was some doubt as to its identity. Also, this new photo shows a considerable change. Photographed coming along Chiswick High Road on 13th August 2019, CS02REC is a four-axle Scania 164G 580 belonging to J and A Recovery. It had previously been shown in 2009 (quite near the above location – see photo 2546), when it was white with C Spearing recovery. By 2011 it was with J and A Recovery (see photo 3631), though still in the same livery, which it still carried in 2014 (see photo 4689). In 2019 it was still with J and A, now with additional front lights and repainted red with 'modern' lettering and a large griffin motif. The silver on black registration plates are anachronistic but fitting. It is interesting that in three of the four photos published, the vehicle was towing a London United bus.

Photo 6157, by **Derek Everson**, added to LTSV on 29/01/2020.

Two more recovery trucks coming up, and they are both Volvo units in the distinctive yellow and red livery of Statham's. Curiously, both were photographed towing buses used at Heathrow Airport. Having shown their SR16TOW last year (see photo 5904), I can now show the anagrammatic SR61TOW. This was seen near Ealing Broadway on 10th September 2019 towing British Airways Mercedes-Benz Citaro bus BK10EHZ. SR61TOW carries the name 'Big Ben' on the front corner panels, although it lacks the hook apostrophes seen in the fleetnames on SR16TOW.

Photo 6158, by **Derek Everson**, added to LTSV on 29/01/2020.

Statham's Recovery SR66TOW has the same size engine as SR61TOW but appears to have a lower profile cab, possibly in the FM series rather than the FH range. The livery is also slightly different, including the fleetnames not being in all capitals (and the hook apostrophe re-appearing). It was photographed near the various commercial motor dealerships in Bedfont on a murky 10th December 2019, with Europcar Heathrow's Optare Solo bus YJ68FVK on tow. Not much else I can say about this, but take a look at the truck in the yard on the right. This looks like a Unimog but is massively tall, with huge wheels and a lot of clearance.

Comment by *Ray* on 30/01/2020: The Unimog is one of two that have been in the yard for some time.

Comment by *Richard* on 29/02/2020: It is a Volvo FM, I believe ex Albert Road Recovery part of Canute Group

Photo 6159, by **Derek Everson**, added to LTSV on 29/01/2020.

I haven't shown any service vehicles from outside London for a while. So, here is a view taken at Reading's bus garage on 30th June 2019. Two vans were present, the VW Caddy on the left wearing a curious white and black livery. This may be explained by the signwriting on the side, which reads (with my capitals!) 'Reading Buses. Keeping our buses on the mooove!' Reading Buses is known for using lots of different colour schemes on its buses, groups of routes being linked to the colour of the buses used on them. The strips of coloured blocks below the fleetnames on these two vans appear to contain most of the colours used.

Photo 6160, by **Dave Warby**, added to LTSV on 02/02/2020.

Seen on the parcel deck at Euston Station on the night of 29th November 2019, this Ford Transit minibus is clearly a former LUL vehicle, still retaining the blue skirt and red stripe. New as fleetnumber 6473F in 2008, it was based at Lillie Bridge and initially carried Metronet markings on a white/blue livery. This was changed to the new LUL scheme (with the red stripe) in late 2009, and the minibus remained in use until spring 2013. It was noted later in 2013 in the livery shown here, having gained lettering for its new owner, Danny Sullivan (a staff and labour contractor).

Photo 6161, by **Derek Everson**, added to LTSV on 02/02/2020.

A large proportion of vehicles leaving the central fleet in recent years have been sold on by BCA (British Car Auctions) at various sites around the country (primarily Blackbushe (Hampshire) and Wolverhampton). Some of the vehicles are then bought by other dealers, which can result in them coming back to London. Fleetnumbers 8024F to 8037F were on a batch of 14 Ford Transit crew vans new in late 2015. They were all withdrawn during 2019, and most went to BCA in Wolverhampton. Seven were bought by Wheels Van Centre in Stanwell, and two were photographed in their yard on 12th November 2019. The former 8033F on the left was going for £17,495, while 8027F on the right was a little cheaper at £17,250. Similar 8030F was parked nearby and was a bargain at £16,250.

Photo 6162, by **Ray Monk**, added to LTSV on 02/02/2020.

The jumbo version of the Ford Transit has not been very common in the central fleet since the introduction of the Mk8. The Emergency Response Unit has one crew van, and there are three at Stratford Market Depot. The oldest of these is 8120F, seen at Acton Works on 18th January 2020. As slightly newer 8164F and 8165F were withdrawn during 2019 (apparently being belatedly replaced by 9023F and 9024F) it may be that 8120F is due to leave the fleet soon.

Photo 6163, by **Ray Monk**, added to LTSV on 02/02/2020.

The last pair of former LBSL Infrastructure vans were withdrawn at the beginning of 2020, the reason why they outlived their cousins by almost a year not being known. The vans were VW Caddy Maxi 7900VW (from a batch of thirteen new in 2014) and unique VW Transporter 8149VW. The latter was seen on the stub road in Acton Works on 5th January 2020. With these departures, the once-common livery of red with orange squares is becoming quite rare, carried by just Technical Services van 8159F and Operations Nissan KE14FJO, although it has to be said that the latter vehicle is more maroon than red.

There is one other Infrastructure van that may still be around. VW Transporter van 8267VW arrived in TfL white/blue livery and was initially based at Orpington. Its current whereabouts are not known, only one sighting having been reported during 2019.

Photo 6164, by **Derek Everson**, added to LTSV on 02/02/2020.

As well as several Ford Transits, Derek found some Volkswagen Caddy Maxi vans (and Renault Master minibus 7945R) for sale at Wheels Van Centre in Stanwell on 12th November 2019. The former 8181VW (on the left) and 8182VW had lost their company lettering and red stripes but still retained the blue skirts and tyre pressure markings. As with the Transits, these had been sold at BCA Wolverhampton a couple of months earlier.

Photo 6165, by **Ray Monk**, added to LTSV on 02/02/2020.

The allocation of this Volkswagen Caddy Maxi crew van is not currently known. It has been seen around central London, usually late at night, and has also been reported in the basement of Victoria Coach Station, a location that was mainly used by LBSL but which has had the odd LUL vehicle. On 11th January 2020, 8323VW was photographed paying a visit to Acton Works. The building in the background was originally the works canteen but has more recently been offices, including those of Distribution Services. The 'Celebrating 70 Years' sign in the window refers to the formation of the Central Distribution Services department in November 1949.

Photo 6166, by **Ray Monk**, added to LTSV on 02/02/2020.

The Ford Fiesta, in both car and van formats, was a common feature of the leased fleet in the late 1980s and early 1990s. The type became popular again from 2015 onwards, with just over thirty being in use at present. As far as I know, van 8351F is unique in having LUL white/blue/red livery with yellow/red chevrons on the rear. It has been seen parked up at Griffith House and Edgware Road Station but seems to appear at Acton Works with similar frequency. It was photographed there on 18th January 2020, this smallest van being parked next to one of the largest (a high-roof Ford Transit).

Photo 6167, by **Ray Monk**, added to LTSV on 02/02/2020.

The allocations of vehicles shown on this website are derived almost completely from reported observations. There are therefore lots of instances of vehicles having unknown allocations, simply because we don't have sufficient sightings. A good example is this Ford Transit van numbered 8424F. New in 2017 it was not seen by anyone until the end of 2019, when it appeared at Acton Works. It was photographed in the works car park on 18th January 2020, alongside some new Renault Kangoo vans for TfL.

Photo 6168, by **Ray Monk**, added to LTSV on 02/02/2020.

I have allocated this Renault Kangoo Maxi van to Northfields Depot, based on a photo taken there when it was new in summer 2017. That photo was not usable, being more fence than van(!), and the van remained surprisingly elusive. All vehicles return to Acton Works eventually, and 8432R did so in late 2019. Ray photographed it in the front car park on 30th November 2019, with VW Golf estate 8196VW alongside and new Ford Transit Custom van 8876F in the distance.

Photo 6169, by **Ray Monk**, added to LTSV on 02/02/2020.

There have been one or two 'cherry pickers' (vehicles with a hydraulic hoist) in the central fleet in recent years, although we have never been too sure of their role. This photo perhaps provides at least part of the answer. Ford Transit van 8470F was seen in the front car park at Acton Works on 25th January 2020 with its hoist raised, and a member of staff attending to one of the lamps. Note that the stabilisers have been deployed and have lifted the van's wheels off the ground. New in 2017, this van was initially based at Stratford Market Depot before moving to Acton in 2019. Also involved in the work was Ford Transit Custom van 8413F.

Photo 6170, by **Ray Monk**, added to LTSV on 02/02/2020.

The Ford Transit van comes in a variety of permutations of length, height and configuration. 8507F is a long-wheelbase, high-roof crew van, photographed at Acton Works on 30th November 2019. LUL have just three examples of this particular combination, out-numbered by the seven allocated to the Elizabeth Line.

Photo 6171, by **Ray Monk**, added to LTSV on 02/02/2020.

Normal but rare. Is that an oxymoron? Volkswagen Caddy van 8543VW joined the LUL fleet in 2017 but managed to avoid being seen for over 2 years. As such we have no idea where it is allocated. On 18th January 2020 it was found paying a return visit to the Cordwallis dealership in Bedfont, presumably for repairs.

Photo 6172, by **Ray Monk**, added to LTSV on 02/02/2020.

The white/blue/lilac livery of TfL Taxi-Private Hire is only carried by nine vehicles, six of which are Volkswagen Transporter minibuses like 8601VW seen at Eltham Bus Station on 25th January 2020. The minibuses are kept at various locations around London, this one believed to be at the LUL offices on Pelham Street, South Kensington. Eltham is home to one of the section's cars (Toyota Yaris 8690T, which for some reason I don't seem to have published a photo of yet), though it was absent at the time, and the minibus may have been covering for it.

Comment by *David C* on 27/02/2020: Been moved to North Greenwich now.

Photo 6173, by **Ray Monk**, added to LTSV on 02/02/2020.

Sometimes photos are more interesting than they at first appear. This view taken on the stub road in Acton Works on 11th January 2020 shows a Toyota Prius hybrid car in LUL white/blue/red livery. Nothing unusual there, over 40 examples of this combination having been delivered since 2017. However, 8653T was originally in Elizabeth Line white/blue/purple (see photo 5704). New in May/June 2018, it was delivered to the Elizabeth Line in August, most likely being kept at Plumstead. It would appear that, with the delayed opening of the Elizabeth Line recently pushed back even further, it has been decided to make better use of some of its assets. After all, the vehicle leases will be almost up by the time they are all needed. Volkswagen Transporter crew van 8643VW was also seen at Acton on the same day, having undergone the same transformation. It is not known if any more of the 24 Elizabeth Line vehicles will be redeployed.

Photo 6174, by **Ray Monk**, added to LTSV on 02/02/2020.

The lifts and escalators section based at Frank Pick House in Acton has had a pair of dropside trucks allocated in recent years, these being easy to see as they are normally parked parallel to the adjoining District and Piccadilly line tracks. The current allocation is 8810F (with tail-lift) and 8761F (without), both of which were at home on 18th January 2020. This photo shows the reason for describing such vehicles as dropside, the sides of 8761F being dropped! A third dropside is in fact just visible, this being Mercedes Sprinter 8219 parked behind the fence in the left background. The fence marks the boundary between two locations, the area beyond being associated with Bollo House. Note the metal wheel in the gutter in front of 8810F. Given the work of this location, I suspect that this may be off an escalator.

Photo 6175, by **Ray Monk**, added to LTSV on 02/02/2020.

It seems that vehicles are allocated fleetnumbers when they are ordered. Variances in lead times mean that actual deliveries are therefore often spread across a range of numbers. For example, arrivals in January 2020 included Fords in the 88xx and 89xx blocks, Volkswagens in 89xx and Renaults in 91xx. Because of this I can play a sort of bingo, crossing off numbers as gaps are filled. However, it is normal for a small quantity of numbers to remain un-used, presumably due to cancelled or amended orders. I have not been able to call 'house' on any block of 100 numbers since the 7300-7399 range of 2012. The 86xx range only missed one (8625), while the 87xxs lacked three (8723/8724/8786) which may yet appear. A better bet looks to be the 88xx range, first used in March 2019. A block of ten numbers (8844 to 8853) was notably empty until late 2019 when Transits 8844/46/47F appeared, followed by Transit Customs 8848/49/50/53F in January. It seems plausible that 8845/51/52F may soon follow to complete the range. Transit Custom van 8853F was at Acton Works on 25th January 2020, when it was just four days old. It seems likely that this batch will be for the Power Supply section.

Photo 6176, by **Ray Monk**, added to LTSV on 02/02/2020.

When maintenance of the LUL power supply infrastructure was brought back 'in-house' in 2013, it was equipped with a fleet of new service vehicles mainly numbered in the 77xx range. Most of these have now been replaced by a second generation, most of which are numbered in the 88xx range. First to arrive were five Renault Kangoo Maxi vans in June 2019. 8855R was seen at the department's main base at Tufnell Park on 28th December 2019.

Photo 6177, by **Ray Monk**, added to LTSV on 02/02/2020.

It's deja-vu all over again! Regular visitors may recall that in December 2019 I published a photo of an LUL VW Caddy Maxi at Acton that appeared to have been partly de-livered (see photo 6114). Well, here is another one, with subtle differences (it is a van rather than a crew van and the roundel on the bonnet is still in situ). An accident again appears to be the cause, this van having been seen at Acton in November 2019 with damage to the nearside. 8875VW is the last in a batch of five Volkswagen Caddy Maxi vans new in August 2019. Thanks to our correspondents' regular visits to Bedfont and Acton, I have photos of all five vans, but it is notable that two of them (8872VW and 8874VW) have not been seen since entering service. It is highly likely that these two are in LUL white/blue/red, as per the other three, but I will not update the database until this is visually confirmed.

Photo 6178, by **Derek Everson**, added to LTSV on 02/02/2020.

Another VW Caddy making a return visit to the Cordwallis dealership in Bedfont was 8883VW on 12th November 2019, and I think I know the reason. This Caddy Maxi crew van was licensed as RA19NVF but it was clearly carrying an incorrect numberplate on the front at least. RF19NVF is not in fact a normal issue, registrations where both blocks of letters end in the same letter being held back as 'select' marks. The reason behind this is so that people can pay a bit extra to get marks that match their initials. For example, Mr John Albert Smith might want JS67JAS. The van was parked amongst other new vehicles awaiting delivery, including some Transporters for Addison Lee, and more of the white Crafter vans which may yet turn out to be for LBSL.

Photo 6179, by **Ray Monk**, added to LTSV on 02/02/2020.

A batch of seven Toyota Prius hybrid cars delivered for LUL in September 2019 has been allocated to the power supply section. Numbers 8886T to 8892T are nominally based at Station Road, Tufnell Park, although there may be other bases used by this section. These are the first numbered cars assigned to this location and it is believed they replaced some unmarked silver Skoda estate cars, such as AJ13MTF (see photo 4478). Also visible in this photo taken on 28th December 2019 are Prius 8892T, Renault Kangoo van 8855R and one of the two remaining standard Mk7 Ford Transit vans (7729F and 7730F).

Photo 6180, by **Ray Monk**, added to LTSV on 02/02/2020.

The flow of new Volkswagen Caddy Maxi crew vans into the central fleet continued as 2019 drew to a close. Seen in the Acton Works car park on 14th December 2019 were recently arrived 8982VW, 8981VW and 8999VW.

Photo 6181, by **Derek Everson**, added to LTSV on 02/02/2020.

Dagenham East Station received a second Ford Transit dropside truck in late 2019, presumably to replace hired CP19SOH (see photo 5991). The new truck is 8988F, seen at the base on 7th December 2019. Note that the fuel filler cap is open and the black skirting panel in front of this has come loose. This seems to be a common fault with recent Transit dropside, having also been seen on a couple of examples parked at Acton Works.

Photo 6182, by **Ray Monk**, added to LTSV on 02/02/2020.

Having disposed of its three Ford Ranger pick-ups earlier in 2019, a new pair for LUL arrived in October. They were quickly dispatched to their home bases (not currently known but it is likely that at least one is at Hainault), and they were missed by our regular Acton reporter. Luckily, 9009F made a return visit in January 2020 to have some minor damage attended to. It was caught in the front car park on the 5th. Parked beyond are three new VW Caddy Maxi crew vans, possibly the same trio that were here on 14th December (see photo 6180), while beyond those are the security hut and the road leading up to the lorry yard.

Photo 6183, by **Ray Monk**, added to LTSV on 02/02/2020.

Towards the end of 2019, most new deliveries were getting fleetnumbers in the high 89xxs and low 90xxs, while some long-awaited Fords were filling some gaps in the 87xx and 88xx ranges. It was something of a surprise then when two VW Transporter minibuses arrived and became 9105VW and 9106VW. The latter was delivered in December 2019 and was photographed at Acton Works on the 14th. The intervening numbers are presumed to have been allocated to vehicles that are still on order, and it occurs to me that the gap between 9053F and 9105VW would be more than enough for 40 or so VW Crafter vans for use as Incident Response Units by LBSL!

Photo 6184, by **Ray Monk**, added to LTSV on 02/02/2020.

More vehicles with 91xx fleetnumbers arrived in early 2020, including several Renault Kangoo vans for TfL. These are the first of this type to carry the white/blue livery with blue roundels, and they comprise a mixture of electric and diesel variants. 9114R (and 9115R just visible on the left) are electric vans, as evidenced by the subtly different front grille design and also by the green 'Cleaner Air for London' graphics on the doors. Barely visible here are the light-bars fitted near the back. It remains to be seen where these vans will be allocated, although it could be that they are to replace some of the Toyota Yaris cars with TfL Streets at Chancel Street in Southwark. Taken on a rather blue 18th January 2020.

Photo 6185, by **Ray Monk**, added to LTSV on 02/02/2020.

Three diesel Renault Kangoo vans for TfL were delivered in January 2020, fleetnumbers 9116-9118R following on from a pair of electric versions (9114/9115R). This photo of 9116R in the Acton Works car park on 25th January 2020 shows the light-bar and the chevrons applied to the rear.

Photo 6186, by **Ray Monk**, added to LTSV on 02/02/2020.

Four Toyota Mirai hydrogen fuel cell cars have been in use since spring 2016, two each with LBSL and LUL. On 25th January 2020, two of the cars were parked on the stub road in Acton Works, having been stripped of all livery and lettering. To the fore was WM65HZC, latterly in LUL white/blue/red, while WM65HYW behind was previously in TfL white/blue. This may suggest that the cars are about to leave the fleet. Vehicles going off lease do not normally have their livery and lettering removed, though if these cars were acquired on some sort of trial basis, the arrangements could be different. An alternative possibility is that they are going to be used in the 'unmarked car' fleet for a while. As I often have to say, time will tell. By the way, similar WM65HZD was also at Acton on this date, though still in full LUL livery.

Photo 6187, by **Derek Everson**, added to LTSV on 02/02/2020.

Jumping back in time to a sunny 13th August 2019 we find MAN TGS artic WU67AKF parked in the lorry yard at Acton Works. The trailers visible are the two Dennison flatbeds acquired in 2017 and which ran without identities for a while. Both are three-axle, but there are differences. The trailer coupled to WU67AKF is T77, which is extendable in length and has a taller headboard. T78 parked behind has a lower headboard and is probably not extendable, though this has not been confirmed.

Photo 6188, by **Ray Monk**, added to LTSV on 24/02/2020.

Since early 2018 there have been just three Staff Welfare Facility vans in the central fleet, habitually parked at the south end of the lorry yard at Acton Works, as here on 23rd November 2019. 7675F (nearest) and 7674F are in LUL white/blue/red, while long-serving 6517F remains in Tube Lines white/blue.

Photo 6189, by **Derek Everson**, added to LTSV on 24/02/2020.

The Mk7 Ford Transit is now becoming quite rare in the central fleet, with no more than 14 examples remaining. 7730F was used by the power supply section and was seen at their Tufnell Park base on 7th January 2020. This section has taken delivery of some new vans recently and 7730F was noted at Acton Works later in January, probably pending disposal.

Photo 6190, by **Ray Monk**, added to LTSV on 24/02/2020.

I have wanted a photo of one of the pair of Peugeot Boxer vans based at Lillie Bridge for a while, but they have proved to be very camera shy. As it happens, both turned up at Acton Works in February 2020 and Ray caught them both. 7941P was in the van yard on the 8th, most of the other vans visible being hires.

Photo 6191, by **Ray Monk**, added to LTSV on 24/02/2020.

Peugeot Boxer van 7942P from Lillie Bridge was seen on a visit to Acton Works on 2nd February 2020. We don't know why this type was specified for this role, the model not otherwise featuring in the central fleet. The vans are used by the ventilation section, having replaced the mobile generators. It follows that they are perhaps fitted with generators inside. There is a large ventilator on the roof of both.

Photo 6192, by **Ray Monk**, added to LTSV on 24/02/2020.

The smallest member of the Ford Transit family is the Transit Courier, introduced in 2014. It has seen some use in the central fleet, with a total of 33 having been leased (not all at the same time). 8169F is an example of the crew van variant, and worked from Griffith House for a while before moving to Acton Works. It was seen at the latter location on 5th January 2020, with a ladder on the roof-rack that was almost as long as the van itself.

Photo 6193, by **Ray Monk**, added to LTSV on 24/02/2020.

8582T is the first of a batch of six Toyota Prius hybrid cars delivered for LUL in autumn 2017. They have all been rather elusive and we have no idea where they are allocated. Fortunately, several examples have been seen visiting Acton Works in recent weeks, this photo being taken on 2nd February 2020. The identity of the car behind is not known, but 8583T from the same batch is in the background, parked outside the 'CDS' offices.

Photo 6194, by **Ray Monk**, added to LTSV on 24/02/2020.

A somewhat surprising find at Acton Works on 15th February 2020 was a brand new Ford Transit crew van with the fleetnumber 8625F. Fleetnumbers in the 86xx series first appeared in late 2017, and most were issued during 2018. It is not clear why this particular vehicle arrived so late, but it is nice to have the 86xx series now complete with 100 numbers issued. According to the DVLA this van was manufactured in 2020 and first licensed on 12th February. However, I noted that it is to the original Mk8 design, rather than the '2020 facelift', the latter featuring on most van deliveries since late 2019. The van behind is similar (but high-roof) 9029F, licensed two days before 8625F but with a fleetnumber over 400 numbers higher.

Photo 6195, by **Thomas Young**, added to LTSV on 24/02/2020.

Passing Plumstead depot on a train recently, I noticed that the Elizabeth Line service vehicles had been moved again. They started out in a temporary yard north of White Hart Avenue, then moved to a small yard within the new depot. This was on the south side of (and adjoining) White Hart Avenue, but it had a fine mesh fence which precluded photography. The third location is at the south side of the main depot car park, which is easily viewed from White Hart Avenue. Fourteen vehicles were present on 23rd February 2020, most of which can be seen in this view. Nearest the camera on the left is Volkswagen Caddy Maxi crew van 8639VW, which had a portable light-bar mounted above the passenger door. The other vehicles visible are (left to right) Caddy 8634VW, Transit crew vans 8648F, 8646F and 8647F, Transit dropsides 8667F (in LUL livery) and 8654F then Caddy crew vans 8638VW, 8636VW, 8637VW and 8641VW.

Comment by *Thomas Young* on 20/05/2020: It looks like this might have been a lucky catch, as a few days later the vehicles had moved again. I took a closer look today (during a bike ride for exercise) and there was just one SV in the main car park (minibus 8651VW). A further 7 SVs were back in the small 'side' yard (adjoining White Hart Avenue), but the security fence made it hard to identify most of them.

Photo 6196, by **Thomas Young**, added to LTSV on 24/02/2020.

The Elizabeth Line has a fleet of nine Volkswagen Caddy Maxi crew vans, and eight of them were visible at Plumstead Depot on 23rd February 2020. This view shows (left to right) part of 8636VW, 8637VW, 8642VW, 8640VW and 8641VW. Plumstead does seem to be the main depot for the service vehicle fleet, with almost all examples having been seen there at one time or other. As such, I have now allocated the bulk of the fleet to PDD. When (if) the Elizabeth Line service eventually starts, the allocations may be reviewed.

Photo 6197, by **Thomas Young**, added to LTSV on 24/02/2020.

Perhaps the most interesting vehicles seen at Plumstead Elizabeth Line depot on 23rd February 2020 were these two Ford Transit dropside trucks. 8667F on the left was in LUL white/blue/red, and had been seen working for them during 2019. It is not yet known if this vehicle is on loan or transfer (perhaps in return for 8643VW and 8653T which recently transferred from Eliz to LUL). 8654F on the right has long been suspected to be in Elizabeth Line white/blue/purple, but it has been elusive and the livery has not been proven until now.

Photo 6198, by **Ray Monk**, added to LTSV on 24/02/2020.

More gap-filling Fords arrived in February 2020 with the delivery of two Ford Transit Custom vans for London Trams bearing fleetnumbers 8723F and 8724F. Adjoining numbers 8722 and 8725 were also allocated to Trams vehicles, though both arrived over a year earlier (in late 2018). The new vans were both in the Acton Works car park on 22nd February 2020, this view showing 8723F parked in the corner with LUL Renault Kangoo Maxi van 8628R. Fleetnumber 8786 is the only 87xx number that has not yet been seen, so there is a chance that this series (along with the 86xx series) will eventually be completed.

Photo 6199, by **Ray Monk**, added to LTSV on 24/02/2020.

Compared to the appearance of 8625F and 8723/8724F in February 2020, the arrival of further Fords with fleetnumbers in the 88xx series was less extreme, though still a lot later than other numbers in the range. Most of the recent additions have been for the power supply section, including six Ford Transit Custom vans. Just one of these (8848F) is to a crew van configuration, and this van was seen on 2nd February 2020 parked at the electrical sub-station on Bollo Lane in Acton. Just one number (8845) in the 88xx series has yet to appear.

Photo 6200, by **Derek Everson**, added to LTSV on 24/02/2020.

Recent additions to the power supply section have included just one example of the long-wheelbase, high-roof Ford Transit van, others being medium-wheelbase, mid-height vans. The high-roof van is 8859F, seen at Tufnell Park on 7th January 2020.

Photo 6201, by **Ray Monk**, added to LTSV on 24/02/2020.

Being delivered over quite a protracted period are a batch of Ford Transit crew vans numbered in the range 8912F to 8923F. The first few arrived in July 2019, followed by a single example (to the 2020 facelift design) in November. More came in January 2020, including 8918F seen parked in Acton Works on 22nd February 2020. The size of the batch is not known, though it could potentially use all numbers from 8911 to 8929. The Escalator Services sign on the building behind appears to be new. As far as I know, all escalator work was latterly based at Frank Pick House and Griffith House.

Photo 6202, by **Ray Monk**, added to LTSV on 24/02/2020.

Another of the 89xxF Ford Transit crew vans seen at Acton Works on 22nd February 2020 was 8922F, delivered a few days earlier. All vans in this batch are medium-wheelbase, mid-height versions.

Photo 6203, by **John Woolf**, added to LTSV on 24/02/2020.

The main event in February 2020 was the arrival of the first new Incident Response Unit vans for LBSL. As predicted, these make use of the Volkswagen Crafter vans which have been accumulating at the Bedfont dealership over the past couple of months. The first new IRU to be photographed in service (other than at Acton) was 9056VW, seen at Stratford City bus station on 22nd February 2020. One of the previous generation of Mercedes-Benz Sprinter vans is visible in the background and it can be seen that the layout of the lettering is very similar. However, the change from red to white livery has resulted in the lettering being blue rather than white. The other difference is that the orange/yellow chevrons on the side are applied in a continuous band instead of the rather haphazard layout featured on the Mercedes.

Photo 6204, by **Ray Monk**, added to LTSV on 24/02/2020.

The first liveried Volkswagen IRUs to be photographed were these examples seen packed into the stub road at Acton Works on 8th February 2020. 9057VW is the main subject, showing the red/yellow chevrons applied to the rear (in slight contrast to the orange/yellow chevrons on the side). I would expect the batch to eventually total about 40 vans, though a block of 51 numbers is currently vacant (9054 to 9104).

Photo 6205, by **Derek Everson**, added to LTSV on 24/02/2020.

Possibly the first of the new LBSL IRUs to enter service was 9061VW, which was working from Acton by mid-February. On the 18th it was photographed near the works on Bollo Lane.

Photo 6206, by **Derek Everson**, added to LTSV on 24/02/2020.

In a change from normal practice, the new IRUs for LBSL are having all their livery and lettering applied at the dealership rather than at Acton Works. Seen in the yard of Cordwallis VW in Bedfont on 11th February 2020 were three examples numbered (left to right) 9063VW, 9060VW and 9064VW. Also present was white VW Transporter RK69TWM, which may turn out to be a service vehicle. The Crafter at the end of the line-up was RK69TZS, a dropside truck in white and thus probably not destined for Acton. These IRUs had not been licensed at the time of publication so are presumably still at Bedfont. If delayed into March it is possible they will need to be re-plated with '20 registration numbers. A couple of Crafters with '20 regs were also seen at Bedfont being prepared for LBSL.

Photo 6207, by **Ray Monk**, added to LTSV on 24/02/2020.

Two consecutively-numbered Toyota Yaris cars were seen in the car park at Acton Works on 2nd February 2020, although they were for two different users. 9111T was in TfL white/blue and carried a light-bar. 9112T (seen here) was in LUL white/blue/red with no light-bar. Visible in the background is recently delivered VW Caddy Maxi crew van 9042VW.

Photo 6208, by **Ray Monk**, added to LTSV on 24/02/2020.

The five Renault Kangoo vans new to TfL in January 2020 have been allocated to the Streets operation at Chancel Street in Southwark, apparently as belated replacements for the Ford Fiesta vans withdrawn in August 2019. Diesel Kangoo 9116R was seen at Southend Crescent in Eltham on 4th February 2020. There is a bus stand at this location and work was underway to install a new toilet for drivers.

Photo 6209, by **Ray Monk**, added to LTSV on 24/02/2020.

Though the latest LBSL IRU vans have introduced a new white/orange/yellow livery this month, the white/orange livery of TfL Streets looks to be on its way out. Introduced in 2004, and carried by over 60 different vehicles, the last car to carry this livery was Toyota Prius LS13EVV. As shown on LTSV last year (see photo 6070), this car was based at the Blackwall Tunnel base on Naval Row. On 22nd February 2020 the Toyota was in the car park at Acton Works, allowing us to show a clearer view. Ray suggests that it had been replaced by new Toyota Yaris car 9111T, delivered earlier in the month.

Photo 6210, by **Derek Everson**, added to LTSV on 24/02/2020.

Just one bus company photo this month, and it is from one of the 'fringe' operators, which are slightly problematic for LTSV. The definition of the 'London Transport' area is quite clear now, being basically the Greater London area. However, in the past there have been many cases of 'country' operators also running tendered bus services within London, or running commercial services that enter London at locations such as Romford, Uxbridge and Croydon. As such, their service vehicles were eligible for inclusion. Examples of both types of operation are now much reduced. Sullivans and Uno are the only companies that run both TfL services and commercial 'country' services, while non-red buses are now very rarely seen at the locations named. Another complication is that LOTS (the London Omnibus Traction Society), to whom I supply a monthly update on service vehicle developments, still covers the whole of the traditional LT area in its magazines and books. This includes the 'country' area which was hived off to London Country Bus Services in 1970, and which now encompasses a wide variety of operators large and small. The issue for LTSV is that information on the service vehicles of these operators (particularly the smaller ones) is hard to come by. As such, they are not usually covered in the vehicle database but I will add photos that are submitted.

So, on to the photo (at last). Seen at Bracknell Bus Station on 20th January 2020 were two service vehicles belonging to Courtney Buses. Courtney is a small operator running modern buses on routes in Berkshire. It was bought by Reading Buses in March 2019. The white crew van looks like a Renault Kangoo but is in fact a Mercedes-Benz Citan. This is an example of badge-engineering, the vehicles actually being built in a Renault factory. Behind is a 16-year old black Volkswagen Golf hatchback.

Photo 6211, by **Ray Monk**, added to LTSV on 29/03/2020.

Ford Transit dropside truck 7602F spent almost seven years working from Lillie Bridge before withdrawal in March 2020. It was seen at Acton Works on the 7th of that month, and a week later it was sold through BCA. With its departure, the number of Mark7 Ford Transits in the central fleet is reduced to just 10.

Photo 6212, by **Dave Warby**, added to LTSV on 29/03/2020.

The London Buses Incident Response Unit fleet is in the process of being changed over from red Mercedes Sprinters to white Volkswagen Crafters. During this period, some locations have both types based, thus allowing comparison shots such as this one taken at Aldgate Bus Station on 10th March 2020. New 9074VW on the left had arrived about a week earlier, while 7842M has been based here since 2017, having been moved around a bit during its first two years. As can be seen, the two types are very similar in size, while the layouts of the livery and lettering are broadly the same.

Photo 6213, by **Ray Monk**, added to LTSV on 29/03/2020.

With 23 new Volkswagen Crafter Incident Response Unit vans delivered by the end of February 2020, displaced Mercedes-Benz Sprinters started arriving at Acton Works pending disposal. Four were photographed there on 14th March. The three vans still in livery (l-r 7875M, 7841M and 7847M) had all been based at Uxbridge. The van in plain red was 7867M which had been based here but which was out of use and de-lettered by the 1st of March.

Photo 6214, by **Ray Monk**, added to LTSV on 29/03/2020.

The small Peugeot Bipper van became extinct in the central fleet for the second time in spring 2020. Just two had been operated for the past 4 years, 8180P with LUL and 8186P with Trams. The latter was seen in the car park at Acton Works on 1st March 2020, and it was with British Car Auctions later in the month, although its onward sale may have been postponed due to the Coronavirus situation.

Photo 6215, by **Ray Monk**, added to LTSV on 29/03/2020.

A rather surprising find at Acton Works on 1st March 2020 was Nissan Leaf electric car 8211N in LUL white/blue/red livery. This car had been new to TfL Streets in the white/blue scheme in 2016 (see photo 5632) and, being a little over three years old, a change of livery now seems rather odd. It is not known if sister car 8210N has followed suit, although it was seen still in TfL use in February 2020.

Photo 6216, by **Ray Monk**, added to LTSV on 29/03/2020.

As I mentioned recently, lots of the vans allocated to Edgware Track Depot have been noted at Acton Works over the past few months. Here we see Volkswagen Caddy Maxi crew van 8380VW at the works on 7th March 2020. The van was just coming up to three years old so it is unlikely it was here for withdrawal. Visible in the background are a Ford Transit Custom van and one of the 3-axle Mercedes Econic dustcarts.

Photo 6217, by **Bob Milner**, added to LTSV on 29/03/2020.

Toyota Prius car 8571T was new in October 2017 and spent over a month at Acton Works before being dispatched to High Barnet Station as a replacement for Ford Focus 7502F (see photo 4320). The cars at this location normally park near to the station entrance, and can be easily viewed. Rather surprisingly however, no photos of 8571T here were received until Bob submitted this view taken on 14th March 2020.

Photo 6218, by **Ray Monk**, added to LTSV on 29/03/2020.

It is somewhat unusual to find anything larger than cars and small vans in the car park at Acton Works, so this view taken on 14th March 2020 is notable. As well as one of the new LBSL IRUs just visible on the left, present were Volkswagen Transporter van 8220VW, Volkswagen Caddy Maxi crew van 8902VW and Ford Transit crew van 8673F, all of which are based here. Perhaps parking spaces in the main works were in short supply.

Photo 6219, by **Ray Monk**, added to LTSV on 29/03/2020.

About a month before the new Volkswagen Crafter vans for LBSL started arriving, a single example for LUL had been delivered in January 2020. Numbered 8934VW and seemingly allocated to Stratford Market Depot, it was seen on a visit back to Acton Works on 14th March 2020. The van is to the same high-roof configuration as the LBSL IRUs, but it is a long-wheelbase variant. This was only the third Crafter for the numbered fleet, following from van 6558VW (see photo 2622) and box truck 8833VW (see photo 5944).

Photo 6220, by **Ray Monk**, added to LTSV on 29/03/2020.

The first 20-reg service vehicles were seen on a visit to Acton Works on 14th March 2020, and comprised four Ford Transits and a lone Renault Kangoo. The Transits were all medium-wheelbase, mid-height crew vans, this being one of the most popular combinations for LUL use at present. Delivery of a batch of similar crew vans with numbers in the range 8912F to 8923F had been on-going since mid-2019, but the latest deliveries were in a new batch, being numbered 9016F to 9019F. 9016F was photographed on the stub road, parked alongside a line of former LBSL Mercedes Sprinters awaiting disposal.

Photo 6221, by **Bob Milner**, added to LTSV on 29/03/2020.

The number of vehicles with 3-letter fleetnumber suffixes was tripled in early 2020, with the arrival of two more Mitsubishi Outlander electric cars to join 8830MIT. First up was 9054MIT, delivered to Acton at the end of February (though first licensed in early January) and dispatched to Harrow-on-the-Hill Station in early March as a replacement for Honda 8005H. Its livery is the emergency variant of LUL, very similar to that on 8830MIT except that the lettering on the new car is the more normal 'Incident Response Vehicle'. Another difference is that the Harrow car has a light-bar. On 7th March 2020 it was found lurking in the car park next to the south entrance to Harrow-on-the-Hill Station.

Photo 6222, by **Peter Horrex**, added to LTSV on 29/03/2020.

Another old-new IRU comparison shot, this time taken at Turnpike Lane Bus Station on 20th March 2020. This location has an allocation of around 5 IRUs, though 9058VW (on the left) is the only new example reported so far. It was parked alongside Mercedes 7843M, based here since new in May 2015. I should apologise for the cropping of this image. Peter's original image was nicely composed but it was to a rather wide format. For various reasons, I am trying very hard to keep all images on this website to a standard aspect ratio of 3:2. I could have added a blank strip at the top or bottom but it seemed best to just chop off a bit of the Mercedes.

Photo 6223, by **John Schofield**, added to LTSV on 29/03/2020.

The photos added this month are naturally dominated by coverage of the numerous LBSL IRUs recently delivered. 23 of the new Volkswagen Crafter vans were delivered with 69 registrations during February (perhaps half of the eventual total), most entering service by the beginning of March. These vans were numbered in two blocks, 9055VW to 9067VW and 9073VW to 9082VW. Vans with other numbers (and 20 registrations) were noted at the Cordwallis dealership in early March but it is thought that none were delivered before the restrictions resulting from the Coronavirus pandemic were imposed. One of the earliest to enter service was 9059VW, seen passing along Oxford Street on 2nd March. We will need some more sightings to be certain of the allocation but this van is likely to be based at Victoria Coach Station.

Photo 6224, by **John Woolf**, added to LTSV on 29/03/2020.

Finsbury Park is a bit odd for having a bus station on each side of the railway tracks. Seen on the Wells Terrace side on 7th March 2020 was new LBSL IRU 9064VW. Rather surprisingly, this van was first noted here just 3 days after it was licensed.

Photo 6225, by **Les Savine**, added to LTSV on 29/03/2020.

Aldgate's 9074VW has already appeared earlier in today's set of photos, but I liked this photo as it was not taken in the van's usual parking space. It is in fact just over the road, close to the Circle Line station and on a section of road which was one way (in the opposite direction) for many years. The bus behind is slightly interesting. I used to try and keep abreast of route and vehicle changes on LT/LBL but I have to admit I sometimes loose track these days. For instance, I know that Stagecoach is (was?) due to take over route 25 in May 2020, using a batch of new E40D buses. However, Tower Transit is currently running the route with a set of Wright double-deckers that are only a year or so old. New buses are usually only specified for a route when it is retendered, normally every five or seven years.

Photo 6226, by **Ray Monk**, added to LTSV on 29/03/2020.

Eltham Bus Station is one of the best places to see LBSL IRUs, and unsurprisingly it was an early recipient of new Volkswagen Crafter vans. This excellent photo taken on 15th March 2020 shows three of the new vans, headed by 9080VW.

Photo 6227, by **Ray Monk**, added to LTSV on 29/03/2020.

The third Mitsubishi Outlander car to be delivered was 9104MIT, licensed in mid-February 2020 but first seen at Acton Works on 14th March 2020 (when it was found in the front car park). Unlike the previous two (8830MIT and 9054MIT), this car carries TfL white/blue livery, and it is not clear where it is going to be allocated. Also visible in this view are LBSL IRU 9075VW and the three LUL vans already shown (see photo 6218).

Photo 6228, by **Ray Monk**, added to LTSV on 29/03/2020.

The only Renault Kangoos added to the central fleet since summer 2019 were a batch in TfL white/blue (9114R to 9118R) in January 2020. These were followed in March by a single van for Trams, which was given the sequential fleetnumber 9119R. The latter was seen in the Acton Works car park on 14th March 2020, showing the Trams white/blue/green variant of the TfL-family livery.

Photo 6229, by **Ray Monk**, added to LTSV on 29/03/2020.

Variations to the standard LUL livery (apart from emergency vehicles) are quite rare. A new Ford Transit van delivered in February 2020 was given this unique set of additional lettering, making it fairly clearly that its role was to replace (or supplement) elderly Ford Transit 6527F (see photo 2567). The new van is somewhat larger, being a long-wheelbase, mid-height Mk8. It also lacks the offside cargo door found on the earlier van but has the addition of a light-bar. Seen at Acton Works on 1st March 2020, 9141F is (at present) the highest numbered service vehicle in the central fleet.

Photo 6230, by **Ray Monk**, added to LTSV on 29/03/2020.

Although we now get a couple of updates each year on changes to the central fleet, this only covers the smaller (leased) vehicles, not the lorries, which are believed to still be purchased. Luckily, most of the lorries can be seen in the yard at Acton, so it is fairly easy to keep track of them. This one I am not sure about though. First reported in late February 2020, it is a Scania P410XT 4-axle grab-loader (tipper). It has the right combination of blue bodywork and white cab, and it has LUL/TfL lettering on the cab doors, but I am not convinced. Various lorries have been used on hire over the years, and some of these have gained temporary lettering, although these were often more obviously in the form of a label. Also, the shade of blue of the bodywork is not quite LUL blue, and there has been no attempt to apply blue or red to the cab. On the other hand, a vehicle of this type could be expected to be added to the fleet, to replace older LK58HKN (see photo 2600). Comparison of the two photos shows that the configuration is very similar. The grab loader arm (not visible in the view here) is operated from a platform behind the cab, while the loadspace has a roller cover, attached to long, hinged tubes. If this vehicle does turn out to be owned it will be only the second Scania in the central fleet, after second-hand artic 2577 (see photo 2268).

When photographed in the lorry yard at Acton on 7th March 2020, MV69KVM had a red notice in the windscreen advising 'HIAB not in use'. HIAB is a Swedish manufacturer of hydraulic cranes and loaders, though as with Hoover, the name has come to be used to describe the device rather than its maker. Iveco LK58HKN (which incidentally was parked nearby at the time) had a Terex grab loader. MV69KVM has not yet been added to the database. If LK58HKN is delicensed, or if MV69KVM is still at Acton the next time we are able to get there, we will assume it is a 'permanent' fleet addition. Also visible in this view are parts of flat trailer T61 and crane-equipped tractor 2591.

Photo 6231, by **Derek Everson**, added to LTSV on 29/03/2020.

We now know of three Citroen Dispatch vans added to the Abellio fleet in 2019. All carry this white livery with a green stripe, and (going by reported sightings) all seem to be based at one or other of the two inner London garages (Battersea and Walworth). 6903 (with a stealthy fleetnumber in the traditional position) was seen at Warren Street Station on 3rd March 2020, attending to a poorly New Routemaster. Derek commented that this van has his initials, his middle name being Jennifer...

Photo 6232, by **Bob Milner**, added to LTSV on 29/03/2020.

The 30 new Dacia Sandero cars for RATP (London United, London Sovereign and Epsom Buses) are now all in service, though reports have been somewhat scarce and allocations are still required for many. I received two photos of this car, MJ69ZKA with fleetnumber D75120, which seemed to suggest it was working from Edgware Garage. I chose to use this view of it parked outside Stanmore Station on 7th March 2020 as it allows a comparison with very similar photos taken in the 1970s (photo 1756) and 1990s (photo 1152).

Photo 6233, by **Ray Monk**, added to LTSV on 29/03/2020.

Unmarked service vehicles are a pain, as we often cannot be certain which company they are owned/operated by. Take this Ford Fiesta van seen at Bexleyheath bus stand on 24th January 2020. Arriva London service vehicles are often seen here, but Arriva had generally preferred to use Vauxhall vehicles rather than Ford. Go-Ahead London do use a few Ford Fiestas, usually without markings, and I wondered if this van was from the nearby Bexleyheath Garage. Ray saw the van here again about a month later when its driver was attending to a bus on route 269. This suggested that it is in fact an Arriva London vehicle, doubtless working from Dartford Garage. It may just be a temporary loan/hire, but having been in use for at least a month, I felt it was eligible for inclusion in the LTSV database.



Photo 6234, by **Google**, added to LTSV on 29/03/2020.

Time for some more bird's-eye views, starting with this one that actually covers two distinct locations. Anyone with knowledge of London's railways should recognise the jumble of tracks here as being those around Stewarts Lane Depot in Battersea. The large shed in the top left corner is the main part of the depot, currently used by Southern and Gatwick Express. The railway lines running across this view are those between Wandsworth Road and Victoria (which split at Factory Junction then rejoin at Battersea Pier Junction). There are also routes towards Clapham Junction/Kensington Olympia and Waterloo, the latter no longer used following the diversion of Eurostar services to St. Pancras. Anyway, what about the service vehicle locations? At the top left edge of this view is Abellio's Battersea Garage, opened in 1996 on former railway land. Near the centre of the view are two industrial units with irregular shapes. You may just be able to make out a Volvo Emergency Response Unit tender parked outside the building on the left, and this is indeed Battersea ERU depot. Opened in 2009 as a replacement for the facility at Vauxhall (see photo 2273), tenders from here would be the first responders to any incidents on the southern sections of the underground network. Though the new location is just half a mile south of the previous one, the access seems a bit less convenient. The roads running northwards are all blocked off, and all traffic must first head south to Wandsworth Road.

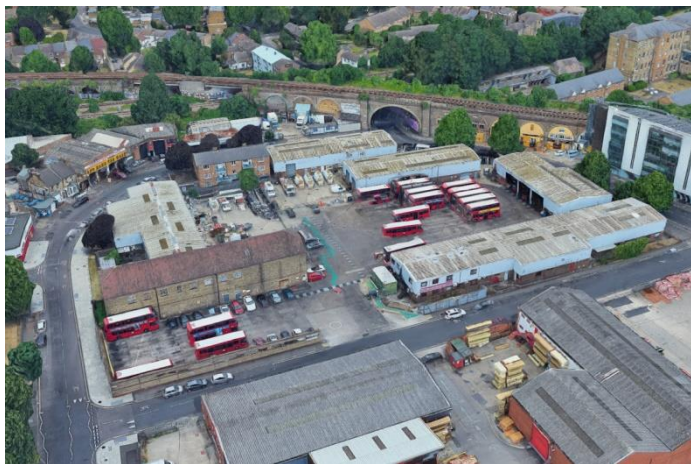


Photo 6235, by **Google**, added to LTSV on 29/03/2020.

Several of the traditional London Transport bus garages have been closed and demolished to make way for retail and/or residential developments, this particularly affecting those in 'prime' locations. In Peckham, Thomas Tilling had opened a base on the High Street, referred to as 'Bull Yard'. Bombed during WW2, a large, new garage ('Peckham') was opened on the same location in 1951. This lasted until 1994 when it was flattened and the site used for a supermarket and bus station. The garage operations were moved about a quarter mile south to a former council depot on Copeland Road. Copeland Road is running up the left hand side in this view, the vehicle access to the depot actually being on Blackpool Road. Some covered accommodation for maintenance is available on two sides of the locations, but in common with most recent 'garages', most buses are parked in the open. Another feature of modern locations is that they are not really capable of holding all the buses that are allocated to them, although this is only really an issue on Christmas day. In 2016, the garage (which continued the Peckham name and PM code) had a peak vehicle requirement of 79 buses, spread across just four main routes (37, 63, 363 and P12). A good view into the location can be had from trains between Nunhead and Peckham Rye, these passing over the bridge near the top centre of this view. Note that parts of the location (the two sheds at the north (top) and one at the west (left)) are still used by other companies, and their vehicles would have to pass through the yard to gain access.

Photo 6236, by **Google**, added to LTSV on 29/03/2020.

This is a view of Putney Garage, sometimes known as Chelverton Road Garage to avoid confusion with the since closed Putney Bridge Garage, and most famous for being the first to operate RT-type buses. Putney High Street runs across the bottom right of this view, the modernised frontage of the garage being just two roadways squeezed between houses. When I was about 11 I visited most of the 64 LT garages then in use, (almost) always with the Foreman's permission. My main interest was in the buses but I did enjoy discovering some of the curious layouts and features, dictated either by the site or operational requirements. Putney was one garage I never got into and, until I captured the image above, I had no idea that the garage had a yard. Assuming that all the grey roofs belong to the garage, there is also an extension in the north west corner. Neither of these features are visible from the entrance. The red-tiled rooves and the adjoining roof-top car park belong to the much more modern shopping centre.

Photo 6237, by **Google**, added to LTSV on 29/03/2020.

Bus garages in London were often designed to make the best possible use of the available land. This is the former Trolleybus depot at Wood Green, looking west with the High Road running across the bottom of the view. The sheds were presumably built with a slight curve because of adjoining properties. I don't think I got round Wood Green when I was a youth, although the layout meant that you could see quite a lot from the entrance. As with many garages, a secondary entrance was provided, this being on Watsons Road, towards the right (north) in this view. There was also an entrance on River Park Road (on the left, with the curiously blue building on it), though I believe this was just for staff rather than vehicles. Behind the grey office block on the High Road is another block, this being part of the garage, and now the head office of Arriva London. Various service vehicles are usually parked here, although they are invariably unmarked (see photo 3513). The more modern, sandy-coloured block further back is also part of the garage, being the training base for Arriva. Various buses are parked there in this view, but at other times there have been service vehicles here too (see photo 4972).

Photo 6238, by **Richard Eversden**, added to LTSV on 07/04/2020.

So, I am starting a photographic review of the year 2000 with a photo taken eleven years earlier! 2464L is worth illustrating though as it was the last Leyland vehicle in the central fleet by 2000, and was itself withdrawn towards the end of the year. New in 1988, 2464L was the last of thirteen lorries to feature the Ogle-designed T45 cab. These comprised two Cruiser artic tractors, six Freighter recovery trucks and five Freighter dropside lorries. Among all of these, 2464L was unique in featuring an extended (in both length and height) cab of the type usually used to provide sleeping space for long distance drivers. It was also unique in having a tail-lift, and it was quite a tail-lift, with a very large, fold-down platform. This feature was specified for its use by the lifts and escalators division based at Griffith House, although official fleetlists gave 2464L's allocation as being Acton Works. The large tail-lift can also be seen on earlier 1514F and 2276B, both of which also had the tilt-cover as featured on 2464L. Later lorries such as 2535F, 2579, 2585I and the current RK14ETT and RK14ETU dispensed with the tilt but continued the use of large platform tail-lifts.

At the time of 2464L's delivery, grey livery was still standard for lorries. 2464L was unusual for pairing this with white fleetnumbers, other lettering being in rounded boxes, as featured for a few years in the late 1980s. 2464L was repainted in the

	<p>post-1990 LUL livery of white and blue sometime before 1998. In this photo, taken on 8th May 1989, the lorry was parked outside Wood Green Bus Garage with its tail-lift lowered. This location is about a hundred yards from the tube station so it is possible the lorry was being used for other purposes, perhaps delivering to the bus garage, or the offices on nearby Watsons Road. Wood Green garage was in Leaside district and operated mainly MCW Metrobuses for many years. Interestingly, the only bus visible is a London Forest district Leyland Titan from Walthamstow, working on route 123.</p>
	<p>Photo 6239, by James Mair, added to LTSV on 07/04/2020.</p> <p>Through the 1960s and 1970s, London Transport had virtually standardised on Ford products for its service vehicle fleet. Indeed 255 of the 288 full-sized lorries bought during this period were made by Ford. The successful D-series design was replaced by the new Cargo range from 1981, these being built at the factory in Langley near Slough. It was natural that London Transport would take the Cargo, although a change of policy to multi-sourcing saw competing models from Bedford, Dodge, Leyland and (later) Mercedes-Benz also being bought during the 1980s. In the event, LT purchased a total of 30 Ford Cargo lorries of various configurations. The last to arrive were a pair of Cargo 1313 dropside lorries in late 1990, these being the only ones to carry LUL white/blue livery from new, and the only LT Ford Cargo lorries to remain in service into the 21st century. Another unique feature of this pair was that they were the only LT Cargo lorries to have crew cabs, the design being a little bit ungainly, with the curved rear of the normal-length cab still being visible. The bodywork featured 2-part metal dropsides and a fold-under tail-lift at the rear. To enable use of the tail-lift, the rear of the open body was split into two, side-hinged doors. Official documents show that the two lorries were bought to replace two of the earlier Dodge lorries (2314D and 2317D), and that they were based at Acton Works until their eventual withdrawal in 2002. 2498F was found parked outside White City Station on an unreported date. Production of the original Ford Cargo had ended in about 1991, the type being replaced by the Iveco EuroCargo (sometimes branded as a Ford Super Cargo), fifteen of which were have since served in the central fleet.</p>
	<p>Photo 6240, by Colin Lloyd, added to LTSV on 07/04/2020.</p> <p>By 2000, Mercedes-Benz was the main supplier of large vehicles to the central fleet. Of the sixty vehicles numbered in the 'owned' series as the time, 35 were Mercedes of various sizes. Conversely, the make was not represented at all in the leased fleet, and it was to be a few more years before batches of Sprinter vans were taken. The smallest Mercedes in the owned fleet were a variety of T1 trucks. This bonneted design was introduced in 1977 and included models such as the 207D and 308D. These became a routine sight on UK roads, usually as panel vans or minibuses. Interestingly, LT/LUL used neither of these configurations, sticking with the Ford Transit for their requirements. However, a number of T1 chassis-cabs were bought, starting with two batches of dropside and curtainsided 307Ds in grey livery in 1986. More arrived in the 1990-1993 period, all wearing LUL white/blue livery, and five of these remained in stock in April 2000. Seen on the Victoria one-way system on 12th June 1997, 2510M was one of a pair of Mercedes 410Ds with curtain-sided bodywork new in 1993. They were used for the distribution of new uniforms for staff and, combined with two uniform issue trailers also delivered in 1993, enabled the withdrawal of the distinctive Ford D-series lorries that had performed this function since 1976. 2510M was withdrawn in late 2000 but sister 2511M lasted until the middle of the decade.</p>

Photo 6241, by **Colin Lloyd**, added to LTSV on 07/04/2020.

LUL bought four of these Mercedes-Benz 1520 artie tractor units (with LN2-series cabs) in 1993, followed by a fifth in 1995. All replaced Ford Cargo units. One of the first quartet (2527M) was disposed of in May 1997, the fact that it was never again licensed after October 1996 suggesting that it may have had a serious accident. The other three remained in use until 2002 (being replaced by Ategos 2580/2581M), while the newer 2552M lasted until 2008. LT/LUL had a variety of semi-trailers with either 1, 2 or 3 axles. It has to be said that the smallish 1520 artics looked most comfortable with the single-axle Crane Fruehauf trailers, eight of which had been bought in 1994 with a ninth in 1990. Most of these trailers were dropsides and were delivered in grey livery, but all were later repainted blue. 2528M was caught on film on 13th September 1994 heading west along New Broadway in Ealing. It was coupled to trailer CT34, which may still be in stock 25 years later. It was last seen working in February 2017, but could well still be lurking in the yard at Acton. Note that the tractor unit has been 'named' Dobbins!

Photo 6242, by **James Mair**, added to LTSV on 07/04/2020.

LUL's fleet in 2000 contained five refuse collection trucks, comprising a 10-year old, 3-axle Mercedes (2482M), two smaller units (Mercedes 2556M and Iveco 2564F) and a pair of 3-axle ERF EC8s. Bought in 1996, these were the only ERFs to join the central fleet and they lasted for a little over six years. Although sometimes listed as 2557E and 2558E, they actually carried plain fleetnumbers without a maker's suffix, as seen on 2558 at Stanmore Station on 13th December 2001. The arrival of Mercedes Econics 2582M and 2583M the following summer spelled the end for the two ERFs, although at least one stayed in London with a new owner (see photo 91).

Photo 6243, by **Colin Lloyd**, added to LTSV on 07/04/2020.

In the year 2000 the Emergency Response Unit had a fleet of recently-delivered vehicles of two distinct types. First arrivals had been five Volvo FL6.14 demountable lorries in October 1998. Numbered 2566V to 2570V, these lorries were combined with the bodies that had been bought in 1990 and latterly used on Mercedes lorry chassis such as 2496M. The bodies were given an amended livery at the time, losing their front red/blue chevrons for a plain red panel, while red/white Battenburg stripes were applied along the sides. The bottom of the demountable bodies had to be modified to fit on the Volvos, a cut-out being provided to clear the real wheelarches. The Volvos served the ERU for about nine years, and 2566V was seen passing through Vauxhall on 12th July 2007. By this time the Tube Lines logo had been added towards the back of the sides of the bodies, while the cab had lost its Battenburg stripes. A couple of months after this photo was taken, the ERU was re-equipped with purpose-built Mercedes Atego rescue units. Most of the bodies were disposed of but the Volvos were switched to general haulage duties, with appropriate changes to their markings.

Photo 6244, by **James Mair**, added to LTSV on 07/04/2020.

The second type of vehicle added to the Emergency Response Unit fleet in 1998/1999 was the Mercedes-Benz Vario O814. The Vario range had replaced the T2 (larger cousin to the T1) a few years earlier and was very popular in the UK as a minibus. The four ERU Varios were the only examples of the type to become service vehicles, and they were fitted with crew-cabs, box bodywork and tail-lifts. The livery was very similar to that on the Volvos. This interesting photo was taken at Chancery Lane, most likely shortly after the serious derailment that occurred here on 25th January 2003. Four other service vehicles are visible, these being a Ford Transit dropside truck parked in front, a Ford Mondeo estate (most likely the ERU's 4913F) and Ford Ranger behind, and a Ford Transit crew van parked near the traffic lights. When the Emergency Response Unit received purpose-built Volvo rescue tenders in 2007, the four Varios were sold.

Photo 6245, by **James Mair**, added to LTSV on 07/04/2020.

The Ford Transit has been the dominant model in the central fleet for many years, and 2000 was no exception, with 194 examples in the leased series (representing 55% of that fleet) and a further 7 in the other series. The Mk5 Transit had been introduced in 1994 and hence, by 2000, very few of the Mk4 model remained. One of the survivors was long-wheelbase van 4423F, new in September 1994 and seen on an unrecorded date at Telstar House, Paddington. Official lists had this van as allocated to South Kensington and (later) Acton Works, for use by the Signal and Electrical department. Although the old LUL white/blue livery looks quite plain compared to today's white/blue/red, it did often feature department names, which was useful to observers. This van carries the title 'Signal & electrical contractors' below the LUL name on the doors. 4423F was withdrawn in autumn 2000. Telstar House was a late-1960s tower block built at the junction of Eastbourne Terrace and Bishops Bridge Road, close to the west end of Paddington Station. It contained offices for various LT departments, including the Computer Centre, catering and several teams working on projects such as the Heathrow Terminal 5 link, Crossrail and the Croyley Link. It was also for a time the headquarters of Centrewest, one of the new companies formed during the privatisation of London Buses in 1994. It is not known if the location had any covered parking spaces, though a handful of vehicles were officially allocated here. The location shown in this photo, and in photo 497 taken in 1986, is a small parking/turning area which you could look down into from Eastbourne Terrace. A serious fire damaged much of Telstar House in July 2003, and it was later demolished and replaced with a new building bearing the same name.

Photo 6246, by **James Mair**, added to LTSV on 07/04/2020.

Real SV-neds will recognise this location as being the yard adjoining Griffith House, views into which were afforded by gaps in the fencing and advertising hoardings along Chapel Street. James did pretty well to capture this view of Ford Transit Mk5 dropside truck 4534F on an unrecorded date. The truck still looks fairly pristine, so the date was probably not long after its delivery in September 1995. The subsidiary lettering shows that the vehicle was allocated to the 'Lifts, escalators & pumps' section, and it has a crew-cab and tail-lift. Note that the crew-cab does not have side windows, though this had been added as an option by then. In fact, sister vehicle 4533F did have side windows (see photo 3354), and was photographed at the same location also by James. Although the Ford Transit van had been used by LT since 1966, the first truck versions did not arrive until 1986. 37 were in stock in April 2000, all being Mk5s. One curious aspect of the Griffith House yard was that it adjoined the Edgware Station yard but was not connected to it. One of the

garages of the latter location can be seen above 4534F's offside mirror.

Photo 6247, by **James Mair**, added to LTSV on 07/04/2020.

While the dominance of the Ford Transit in the central fleet could make them seem a bit boring, there were a few oddities to keep things interesting. Seen at Hounslow Bus Garage during an open day, this is 4687F, the unique London Buses Mobile Control Centre. Normally kept at Aldgate Bus Station during the day, it would be used during events and incidents, while it is believed that it was often taken to Trafalgar Square at night to assist people using the night bus services that radiated from there. The 'Bus information' sign above the windows was removable, an alternative showing 'Mobile Control Centre', while comparison with that photo will also show that the fleetname was changed from 'London Transport Buses' to just 'London Buses'. Or it might have been the other way round! 4687F was a long-wheelbase, high-roof Transit Mk5 van with an unusual configuration. The nearside had three windows, making it look like a minibus. The middle window had a sliding section, which could be opened when the vehicle was in use as an information point. The rear featured side-hinged doors with tall windows, while the offside had just the driver's window, making it appear to be a van from that aspect. James caught the van with its door open, and inside can be seen a desk and chair, and some leaflet racks. One final feature to note is the socket (for a shore supply of electricity) close to the nearside front wheel. 4687F was replaced by Mk6 Transit 5040F (with a broadly similar configuration) in late 2000, although it was retained for other functions until it was withdrawn and exported in 2003.

Photo 6248, by **Colin Lloyd**, added to LTSV on 07/04/2020.

While service vehicles employed by London Buses were normally red, a white livery had been used between 1991 and 1997, and several vehicles in this scheme remained in stock in April 2000. As shown in this view of Vauxhall Astra estate car 4689B at London Bridge Bus Station on 31st January 1998, such vehicles carried the fleetname London Transport Buses. The bus station was covered at this time and was notoriously difficult to take good photographs in. In the background of this view can be seen construction work for the Jubilee Line extension to Stratford, and one of the many Northern Counties bodied Olympian buses of KentishBus. The idea of London buses running in colour schemes such as this cream and maroon seems odd now but was of course common during the 1980s and 1990s. As for the vehicle, this represents a curiosity of the central fleet at the time, in that dual-sourcing was practiced for cars and small vans, but not for larger vehicles (which were nearly all Fords). The Vauxhall Astra was in fact the most common car in 2000, with 22 estates and one hatchback in the leased fleet, and a further 13 estates in the un-numbered fleet. There were more Ford cars in the fleet but they were divided between several models (Escort, Fiesta, Focus, Galaxy and Mondeo). Another oddity is the suffix letter carried by 4689B. General Motors used the Vauxhall name for cars and Bedford for commercial vehicles. London Transport applied a B suffix to vehicles with either badging, but started using a V from about 1996. However the changeover was not consistent and for a few years Vauxhall cars and vans could be seen carrying either letter, seemingly at random. One final note relating to this photo concerns the number series. Most blocks of 100 numbers (eg 5100F to 5199VV) had a few numbers missing, as a result of cancelled or changed orders. The 46xx range was notable for only having 36 numbers used, all numbers between 4602 and 4667 being missing. It is possible that this was due to some administrative change, such as perhaps giving transport police vehicles 'paper' fleetnumbers. To date this is the largest block of numbers to have been unused.



Photo 6249, by **Colin Lloyd**, added to LTSV on 07/04/2020.

Seen passing Tottenham Hale Station on 29th March 1997 was Ford Transit dropside truck 4707F. At the time this vehicle was officially allocated to Pelham Street in South Kensington, though the location of the photo suggests it had come from Northumberland Park Depot (Victoria Line). Unfortunately the department lettering on the cab doors cannot be made out. Mk5 Transit 4707F had been new in August 1996 and had a tail-lift but no crew-cab. It remained in stock until February 2001.



Photo 6250, by **Colin Lloyd**, added to LTSV on 07/04/2020.

By April 2000 the London Buses service vehicle fleet was divided between older vehicles still in 'London Transport Buses' white livery, and newer ones in the red with orange squares scheme. Among the former were two batches of long-wheelbase Ford Transit vans, these being a common sight at bus stations around London. Some of them were what we now call crew vans, with additional side windows on one or both sides. Most were plain vans, like 4726F seen leaving Stratford Bus Station on 8th August 1997. As with most of the Transits, additional 'Operating Services' lettering was applied (in red) on the doors. 4726F was to last until late 2000, when it was replaced by a Vauxhall Movano. In the background can be seen an East Lancs bus of Harris Bus in their rather outlandish blue and green livery. Also visible is the back of what seems to be an orange minibus, though I'm not sure who that would have belonged to. Construction work on the new station building (for the Jubilee line extension) looms in the distance.



Photo 6251, by **James Mair**, added to LTSV on 07/04/2020.

Here is another location that regular visitors will easily recognise. This is the front yard of the facility on Museum Way, Acton Town, as seen from the roadway leading to the LT Museum Depot. A very similar view taken about 18 years later can be seen in photo 5749. Present at the time were two Ford Transits in LUL white/blue livery. Dropside 4894F on the left lasted from December 1998 until August 2002, while long-wheelbase van 4747F on the right served from April 1997 until January 2001.

Photo 6252, by **Colin Lloyd**, added to LTSV on 07/04/2020.

Digital cameras were in their infancy in 2000, so all of the images used in today's batch are based on scans of prints from film cameras. Some of the scans are not of brilliant quality, as it is often hard to get sufficient contrast from prints. I have left this photo uncropped, partly because the quality is not great, but also because the surrounding vehicles are of some interest. The main subject is Ford Escort van 4761F, seen waiting at the traffic lights at the bottom of Parliament Street on 21st September 2000 (ah, at last a photo actually taken in the year 2000!). New in June 1997 and used until October 2001, this van was allocated to Distribution Services, and hence carried the 'Support services' lettering as opposed to 'Engineering services'. As an aside, LUL seemed to have a corporate style of always using sentence case for vehicle lettering. This included examples such as 'Emergency response unit'. Title case seems more natural, as featured in the 'Operating Services' lettering on the LTB/LBSL vans. The Escort was the most numerous 'small' van in the central fleet in 2000, with 42 examples all in the leased fleet. Dual-sourcing was being practiced in this class of vehicle, and there were also 14 Vauxhall Astra vans and 16 Vauxhall Combos. Behind 4761F is a Mercedes-Benz T1 van, of the type mentioned earlier today, while the posh Range Rover alongside is somewhat timeless. Behind that is an Arriva London RM bus, the operator squeezing the fleetname onto the white band at the front. It never occurred to me before how little plain bodywork there was on the front of the Routemaster. Behind that are a pair of Northern Counties bodied Olympians, most likely Stagecoach examples on the long route 53.

Photo 6253, by **James Mair**, added to LTSV on 07/04/2020.

Van and minibus versions of the Mk5 Ford Transit could be distinguished by the black vent moulding towards the top of the rear corners. The Transit van has always been available in a variety of sizes, and this is an example of the smallest (short wheelbase, low-roof). 4765F was new in June 1997 and was allocated to Ruislip Depot, carrying appropriate 'Central line' lettering. Vehicles from Ruislip were amongst the most rarely seen, but fortunately James encountered 4765F in Acton. It was parked in the small car park on Osborne Road, close to the junction with Bollo Lane, the building in the background with blue windows being Bollo House. Service vehicles were occasionally parked here (as with 4594F in photo 3446 and R504WMV in photo 1829), although it is not known if they were connected with Bollo House or with the adjoining Smallbills garage. In any case, the car park has now disappeared with the building of a new block of flats here. 4765F was withdrawn in November 2000 but gave almost another 10 year's use to subsequent owners.

Photo 6254, by **James Mair**, added to LTSV on 07/04/2020.

Here is yet another photo where, despite the lack of context, regular visitors will instantly recognise the location. It is of course the small, covered yard in the bottom of Griffith House near Marylebone. Despite the small size of this location, a full-sized lorry was normally to be found inside, and Iveco/Ford Super Cargo 2535F can be seen on the left. The main subject however is Ford Transit van 4774F, a long-wheelbase, mid-height Mk5 Ford Transit van. The van looks recently delivered (note the blue visible inside the rear wheelarch), dating this photo to soon after its arrival in June 1997. It was used until 2001, and remained licensed until 2010. Note the Hartwell sticker in the rear window. This dealership is still supplying many of the central fleet's Ford vehicles in 2020. For example, the Hartwell name can be seen on the number plates of 9016F in photo 6220.

Photo 6255, by **Colin Lloyd**, added to LTSV on 07/04/2020.

Another small Ford Transit, photographed on 22nd June 1999. Distribution Services vans of this type were a fairly common sight around central London, but this example has 'Engineering services' lettering rather than 'Support services', while closer inspection shows it also has 'Lifts escalators and pumps' department lettering. 4775F was indeed based at the not-too-distant Griffith House, and lasted for four and a half years from June 1997. I couldn't exactly place this photo at first. Colin had labelled it as being The Strand, which made me think of Zimbabwe House near Charing Cross, given the animal heads worked into the background architecture. However, the road in the foreground is evidently one way, and westbound on the basis of the sun's direction. So I had a look (on Google streetview) at the Aldwych end of the Strand (which is one way). However, I should have gone the other way. The building in the background is South Africa House, on the corner of the Strand and St Martins Place. The road here was one way at the time, but has since had an eastbound lane added for buses only.

Photo 6256, by **Colin Lloyd**, added to LTSV on 07/04/2020.

I didn't expect that this delve into the archives would turn up any new information but I was wrong. This photo shows Ford Transit van 4780F, which I had assumed was in LUL white/blue livery (seemingly on the rather dubious basis that 12 other Transits with P2xxUTM registrations were all in white/blue). However, as seen in this photo of the van at Parliament Square on 17th June 1998 shows, it was in fact plain white. I noticed that I had logged a sighting of this van when it was just a couple of months old and I managed to dig out my notebook of the time. Although I had not recorded the location or the lettering, I had noted that the livery was white, suggesting that it carried this from new. Another oddity is the lettering being just 'London Transport'. This title was not in general use at the time, most vehicles either being London Underground or London Buses. Some clues come from the facts that this van was officially allocated to Broadway (Westminster) and it was withdrawn in October 2001. This was shortly after the arrival of newer Transit Mk6 van 5213F (see photo 12), which was also plain white, had Transport for London lettering (being one of the first vehicles to carry this) and was used by the archive department. It is assumed that Mk5 Transit 4780F was used for the same function and I will update the database accordingly.

Photo 6257, by **Colin Lloyd**, added to LTSV on 07/04/2020.

The central fleet contained 23 minibuses in April 2000, all being based on the Ford Transit (although some were badged as Tourneos). A few smaller vehicles were still being bought rather than leased, and the 23 included 3 numbered in the owned fleet (2502/3/6F), 19 numbered in the leased fleet and one un-numbered. A fairly typical example was long-wheelbase (15-seat) Mk5 Transit 4783F, new in June 1997. Minibuses often had a slightly higher specification than comparable vans, and this can be seen here with the addition of smart wheeltrims and headlamp washers. The effect is slightly spoiled however by the dent and rust on the front nearside. The department lettering reads just TrackForce, and this vehicle was allocated to Ashfield House at Lillie Bridge, lasting until late 2003 (by which time it had come under the Metronet BCV organisation). Colin caught it turning onto Victoria Street on 17th May 1999, most likely having come from the Broadway offices.

Photo 6258, by **James Mair**, added to LTSV on 07/04/2020.

Ford Transit van 4787F was new in August 1997 and was one of the first service vehicles to have an R-prefix registration. It was a short-wheelbase Mk5 and carried 'Support services' lettering due to its use by Distribution Services. Vans used by this department could turn up almost anywhere, and James found 4787F parked at Edgware Bus Station. In the background are two Leyland Olympians of Arriva the Shires, both carrying the Arriva national livery of cream and turquoise, worn by most group buses outside of London.

Photo 6259, by **Colin Lloyd**, added to LTSV on 07/04/2020.

London Transport Buses received three batches of Ford Transit vans in the second half of the 1990s, though all of the first batch had been withdrawn in 1999. Representing the third batch, new in late 1997, is 4799F, caught coming off the level crossing at Enfield Lock station on 6th May 2000. The location would suggest that this van was based at Turnpike Lane, but allocation information from this period is a bit patchy. Up to the late 1990s, allocations were included in official lists which were made available. For later periods, we are reliant on reported observations. 4799F appeared on one official list but, as with most of the LTB vehicles, the allocation was given as the generic 'Buckingham Palace Road' (i.e. Victoria Coach Station). Unfortunately, only two sightings of 4799F have been added, neither of which gave the location. In the background of this photo is another Mk5 Transit, this being a high-roof crew van in the orange and white livery of AMEC Rail. This was one of several companies to be awarded contracts for infrastructure maintenance on the national rail network. In fact I was employed by AMEC Rail for a time in 1998/1999, based in their Wimbledon office.

Photo 6260, by **James Mair**, added to LTSV on 07/04/2020.

This photo shows two more LTB Ford Transit vans from the third batch (of 7) leased in late 1997. Seen at Harrow Bus Station were 4800F, with similar 4802F peeking in on the right. James had reported seeing both of these vans at this location on 18th April 2001, but I am not sure that this photo was taken on that occasion. The minibus era in London was drawing to a close at this time, the last survivors being larger Mercedes-Benz T2 models, such as the Plaxton-bodied 811D seen here. Sovereign 435 (with 'select' registration K5SBC) had been new in 1993 but was replaced on route H10 (and others) by a batch of new Dennis Dart SLF buses in 1999. 435 was likely transferred elsewhere but was in any case withdrawn by spring 2001. 4800F and 4802F were both withdrawn on 24th September 2001, having been replaced by Vauxhall Movano vans 5207V and 5208V.

Photo 6261, by **James Mair**, added to LTSV on 07/04/2020.

Many vehicle manufacturers produced van versions of their car models, often simply by omitting the passenger doors and windows. The Ford Escort, Ford Fiesta and Vauxhall Astra all saw use as service vehicles in both car and commercial configuration. A drawback of this approach was that the load space was restricted by the dimensions of the car bodywork and in the late-1980s/early-1990s several 'hybrid' models were introduced. These retained the chassis and front end of the car designs but married it to larger bodywork to the rear. To keep the windscreens and doors standardised, this often resulted in a 'stepped' appearance, as seen on the Vauxhall Astramax (1986-1993) and later Combo B (1993-2001), and the 2nd generation Volkswagen Caddy (1995-2004, based on the Polo car). The final design of Escort van also featured a slightly enlarged cargo space but in 1991 Ford added the Courier model, based on the Fiesta car platform. 21 examples of this type were added to the leased fleet between 1995 and 2001, with a total of 8 being in stock at April 2000. 4809F, photographed at Uxbridge Bus Station on 24th October 2000, is an example of the 1995 design, which was based on the Fiesta Mk4. The oval grille replaced the earlier plain design, and was further revised in 1999. The allocation of this van is not known though, being lettered for Distribution Services, it was probably Acton Works. Note the mismatched wheeltrims. Production of the Courier ended in 2002, both it and the Escort van being replaced by the new Transit Connect model. However, the Courier name returned in 2014 as the smallest model in a newly expanded Ford Transit range.

Comment by *Adam Floyd* on 10/05/2020: That's a Vauxhall wheeltrim on the front, probably pinched from an Astra.

Photo 6262, by **James Mair**, added to LTSV on 07/04/2020.

From the mid-1980s until the early 2010s, the Bedford/Vauxhall Astra van was a common feature of the central fleet, over 270 being used. This compares to nearly 600 examples of the broadly similar Ford Escort van, though production of the latter had started over ten years earlier. As at April 2000, there were 14 Astra vans in use, alongside 42 of the Escort van. Although the Astras were all badged as Vauxhalls, the vans carried a mixture of B and V fleetnumber suffixes. 4821, seen here, avoided the confusion by omitting the suffix altogether. New in June 1998 this was a petrol-engined 1.6LS 2+2 van. The 2+2 designation usually referred to the fitting of a second row of seats, although since such vans had no additional doors or windows, it was almost impossible to confirm their interiors from photographs. 4821 had 'Engineering services' lettering, with department lettering that appears to read 'Civil & Track Consultancy', curiously using title case rather than sentence case. No allocation information is available and the location and date of this photo are not confirmed but could well be Chalfont and Latimer Station on 16th June 2001. The van was withdrawn in October 2001, while production of van Astras ended in 2013. Also visible in this photo are LUL wagons GP937 (General Purpose, built by Procor in 1985) and what looks to be FW351 (Flat Wagon, Gloucester 1951). The latter was officially numbered F351 and, despite its age, remained in stock to at least 2013.

Comment by *Thomas Young* on 08/05/2020: James has confirmed the date and location details are as suggested. He also drew my attention to the fact that there was a dog in the driver's seat, visible in this photo! How did I not notice that?



Photo 6263, by **Bob Milner**, added to LTSV on 27/04/2020.

London Transport had an ambulance at each of its main works, the final examples being a pair of Bedford CALVs with Lomas bodywork new in 1968 and 1969. Both have survived into preservation and were displayed together at Brooklands in 2013. While Chiswick's 1532B has been shown during its time with LT, photos of 1492B at Aldenham seem to be rather rare. The photo shown here was taken at the works, and it appears to have been during an open day, although we are not sure if this was the 1979 or 1983 event. There are not many contextual clues but perhaps someone out there (with a very good memory!) can provide an answer. As was common with London Transport at the time, the ambulance carries a registration in series with several other buses and service vehicles. SMK658-760F were RML buses, while SMK761-776F were used on service vehicles numbered in the range 1469F to 1490F. SMK777-782F and SMK785-790F went onto staff cars, and SMK783F was on the first ambulance. It is notable that the registration SMK784F was not issued, and perhaps it had been reserved for the second ambulance (which eventually appeared as VLV688G). Apologies for the slightly poor quality of this photo. It was a print that was photographed using a phone camera!

Comment by *Thomas Young* on 08/05/2020: No updates on the date of this photo yet, but James mentioned something which I thought was quite interesting. He used to see this ambulance fairly regularly at Edgware Station forecourt, picking up or dropping off staff. It presumably accrued a bit more mileage than its Chiswick counterpart.



Photo 6264, by **Paul Almeroth**, added to LTSV on 27/04/2020.

Paul has been taking advantage of the COVID-19 lockdown to do some photo scanning, and two of the results are added today. Taken at the bus rally at North Weald in 1986, the subject is Leyland Freighter bus recovery truck 2418L. One of six bought by London Buses in the early 1980s, 2418L was based at Upton Park and ran on trade plate 303LA until 1990. Daimler Fleetline bus DMS1953 from Holloway garage had been in use on the drive-a-bus circuit but suffered from a detached fan shaft, resulting in the arrival of 2418L. In this view the bus is being removed from the former airfield, although I'm not sure why the lorry's headlights are on. Note that Forest District stickers have been applied to the front of the bodywork as well as the cabsides. The ensemble was also photographed by Kim Rennie (see photo 216).



Photo 6265, by **Paul Almeroth**, added to LTSV on 27/04/2020.

Another view of Leyland Freighter recovery truck 2418L with DMS1953 at North Weald in 1986. The bus was a full-time trainer, as evidenced by the additional nearside mirror (for the instructor, who was provided with a seat in the front gangway), and the labelling on the rear.



Photo 6266, by **Paul Nicholls**, added to LTSV on 27/04/2020.

The weather for most of April 2020 was really rather nice, which made it a bit frustrating not to be able to get out and about. A few photographs have been submitted by people doing their daily exercise or shopping. Paul found Ford Transit crew van 8284F parked in Sockett's Heath, Grays on 20th April. New in March 2017, I had allocated this van to Stratford Market Depot, based on a sighting of it there in November 2017. However, it has more frequently been seen at Acton Works, so the allocation should perhaps be revised.



Photo 6267, by **Ivor Norman**, added to LTSV on 27/04/2020.

Ford Focus estate 8452F is 'allocated' to Acton Works but it spent Easter 2020 parked up at Church Langley, Harlow, as seen on 12th April.



Photo 6268, by **Paul Nicholls**, added to LTSV on 27/04/2020.

Seen at Lakeside Bus Station on 23rd April 2020 was Arriva London's Vauxhall Corsa car FL16SKF. This is one of several that started their service vehicle careers at Dartford Garage before moving across the river to Grays. I suspect that the similar but unmarked car alongside was also in use by Arriva.

Photo 6269, by **Michael Mair**, added to LTSV on 27/04/2020.

On 5th April 2020, Michael took his 'permitted exercise' by walking to RATP-Dev's Twickenham garage. Among various vehicles parked up were most of the 'Slide Ealing' MAN minibuses, which come in two livery variations as seen here. This demand responsive service, along with the similar one in Sutton, was suspended when the COVID-19 lockdown was introduced, as it was deemed impossible to provide 2 metres separation between passengers in the rather compact vehicles. Both services were technically experimental and it remains to be seen whether they are eventually reintroduced. In terms of the service vehicles, none of the new Dacia cars were present, all presumably having been delivered to their new home garages. One of the replaced vehicles was present, this being Ford Fiesta van LS15DXO, latterly at Edgware Garage. New as fleetnumber FF26 in April 2015, the renumbering exercise of 2016 saw this become FF75026, and this van was one of only a few to actually carry its new number.

Photo 6270, by **Michael Mair**, added to LTSV on 27/04/2020.

Delivered to London United in May 2012 was a batch of nine Ford Transit vans with fleetnumbers FT1 to FT9 (changed to FT70001 to FT70009 in 2016). Each of the eight garages then in use was allocated one of the vans for use by the engineers, while the ninth was assigned to the company headquarters. Hounslow garage had FT8 but this was withdrawn in 2018, perhaps as a result of accident damage. It was evidently repairable however, as the van has since been relicensed with a new owner. To replace FT8, a string of unmarked silver vans have been based at Hounslow, including CX18PNO and MV68XBD. More recently, vans in the livery of Thrifty vehicle rental have been used, including Ford Transit Custom van WT19RVM, seen in the garage on 5th April 2020. Perhaps, once the COVID-19 situation has passed, RATP will buy a batch of new vans to service their expanded operations. If so, it will be interesting to see what fleetnumbers they get. Under the 2016 scheme, mid-sized vans and minibuses were numbered in the 700xx series, while small vans and cars were in the 750xx series. It is believed that some of the unmarked vans operated over the past couple of years were allocated fleetnumbers in the ST750xx range, while the MAN minibuses for the Slide Ealing scheme were assigned M75091 to M75100. This suggests that the 700xx series is no longer used.

Photo 6271, by **Colin Brazier**, added to LTSV on 27/04/2020.

Go-Ahead London's Orpington garage (inherited from Metrobus) operates buses over quite a large area of south east London, and there is a need for several crew ferry vehicles. Four of the Mercedes-Benz Vito minibuses added in 2019 are based here, along with four older examples. New contributor Colin Brazier encountered RJ19HSN at Orpington Station bus terminal in March 2020. Service vehicles at the former Metrobus garages were still given lettering (and fleetnumbers) until recently, but the newest additions are in unmarked red as seen here.

Photo 6272, by **Derek Everson**, added to LTSV on 27/04/2020.

Derek had quite a productive hour outside Acton Works on 18th February 2020, catching several previously un-photographed vehicles along with quite a few of the more familiar ones. One of the first was Toyota Prius car 8511T. This LUL-liveried car is quite a common sight on Bollo Lane, but this was the first time it had been photographed.

Photo 6273, by **Derek Everson**, added to LTSV on 27/04/2020.

Just behind 8511T on 18th February 2020 was VW Transporter 8694VW. Six of these long-wheelbase crew vans had been delivered in September 2018. 8695VW and 8696VW are based at Bollo House, just up the road from here, but 8694VW was initially based at Finchley Central Station. It has not been noted there since March 2019 though, so it has perhaps moved on. The van entered the works, then left ten minutes later. Ten minutes later it did the same thing again!

Photo 6274, by **Derek Everson**, added to LTSV on 27/04/2020.

Not reported since it was new in November 2019, 9034VW is a Volkswagen Caddy Maxi crew van in LUL livery, caught leaving Acton Works on 18th February 2020. The allocation of this van is not known, though it could be at Edgware Track Depot with similar 9033VW (and perhaps also 9035VW).

Photo 6275, by **Derek Everson**, added to LTSV on 27/04/2020.

Fleetnumbers 8945VW to 8948VW are on a batch of four long-wheelbase Volkswagen Transporter minibuses new in September 2019. Observations suggest that they are based at Lillie Bridge Depot but, on 18th February 2020, Derek found 8948VW leaving Acton Works. Note that the passenger compartment has access doors on both sides. Interestingly, sister 8947VW had left a couple of minutes earlier.

Photo 6276, by **Derek Everson**, added to LTSV on 27/04/2020.

The Volkswagen Caddy van is now one of the most common types in the central fleet, with about 160 examples at present. However, the majority are of the longer Caddy Maxi model, and there are just a dozen of the shorter variant. Six were delivered in April 2019, five of which got consecutive fleetnumbers 8864VW to 8868VW. That is not to say that they are allocated to the same user though. 8864/6/7/8VW seem to be night-time vehicles whose base is not known. 8865VW on the other hand has been seen in daylight at various locations around Acton, including the works, Frank Pick House and the small car park beside Acton Town station. On 18th February 2020 it was seen leaving the works.

Photo 6277, by **Derek Everson**, added to LTSV on 27/04/2020.

The newest Mercedes-Benz Sprinters in the central fleet as of spring 2020 are a pair of dropside trucks delivered in April 2017. Apart from one flatbed with hoist (8232), all other Sprinters are vans or crew vans. The dropside is notable for having white bodywork, compared to the blue usually featured on LUL-livery trucks. 8219 (the M-suffix is not carried) is allocated to Bollo House in Acton, and was photographed approaching the nearby works on 18th February 2020. Ford Transit Custom van 8481F was in pursuit.

Photo 6278, by **Derek Everson**, added to LTSV on 27/04/2020.

As regular visitors to this site will know, I am a bit cautious about publishing photographs of vehicles where the driver is clearly visible, since some people might be unhappy about their face appearing on-line. In some cases I have edited the photograph to blur the details. I'm not sure whether the wave given by the driver shown here was a friendly one or a 'don't take my picture' one, although it looks like the former. Volkswagen Caddy Maxi crew van 8909VW was one of eleven new in mid-2019, numbered 8900VW to 8910VW and based mainly at Acton Works. It was seen arriving at the Works on 18th February 2020. All of the photographs in this set were taken around midday and it is interesting to note that most of the vehicles had their headlights on.

Photo 6279, by **Derek Everson**, added to LTSV on 27/04/2020.

Both of these cars have featured on LTSV before, but this photo has been included to show the new 'local' fleetnumbers applied to crew ferry vehicles based at Abellio's Fulwell/Twickenham Garage. This garage was formerly part of London Transport's Fulwell trolleybus depot and when it was reactivated by TGM in 2000 it was given the official allocation code of TF. However, Abellio refer to it as TW, and this code prefixes the new fleetnumbers. Second-hand Ford Fiestas are Abellio's first choice for crew ferry uses, although it is interesting to note that (as far as we know) no more have been added since 2017. Photographed at Hatton Cross bus station on 18th February 2020.

Photo 6280, by **Derek Everson**, added to LTSV on 27/04/2020.

This vehicle started life as London Transport RLH44, one of the famous/infamous 'low-bridge' buses, with a sunken gangway on the offside upstairs. In 1971 it was rebuilt by London Country (LCBS) to serve as a uniform issue vehicle, being given fleetnumber 581J, in the odd number series used for large vehicles which started when three lorries intended to be London Transport 1578F to 1580F were delivered to the newly formed LCBS as 578F to 580F. Most of the windows and blind boxes were plated over, as was the open rear platform, access being via a new, hinged door in mid-wheelbase. Withdrawn in 1983 it was preserved and, unlike some similar conversions, was kept largely in its modified condition rather than being restored to original. The exceptions were that the front windows and blind-box were uncovered, along with one of the lower deck nearside windows. On 23rd February 2020 the vehicle was attending an event at the North Weald station of the Epping-Ongar heritage railway, once part of the London Underground network.

Photo 6281, by **Derek Everson**, added to LTSV on 27/04/2020.

A photo taken of this van at this location (by this photographer!) was published a couple of months ago (see photo 6200), but bear with me. 8859F is a '2020 Facelift' Mk8 Ford Transit van new in December 2019 and allocated to the Power Supply section base at Tufnell Park. At first it appeared to be a normal van, albeit the only new high-roof example assigned to this department. However, visible in this photo are a couple of non-standard features. On the nearside there are two spot-lights near the top, while a pair of beacon lights have been mounted on the roof (these were not present in January). There may be something else on the roof near the rear-most beacon light, while a small black protuberance is visible near the front beacon. This is perhaps an aerial or receiver of some kind, and it has also been noted on some of the other vans allocated here (see photo 6283). I suspect that this van might have been specially modified to replace the unique 7755F (the only second-hand vehicle in the main fleet – see photo 6056), as the latter also had spotlights and roof beacons. However, the role and interior fittings of 7755F (and now 8859F) remain unknown... Photographed on 3rd March 2020.

Photo 6282, by **Derek Everson**, added to LTSV on 27/04/2020.

Updating the fleet used by the Power Supply department has taken about eight months, with vehicles numbered in the 88xx range replacing the original 77xx vans. The most recent arrivals have been a number of Ford Transit Custom vans delivered in January and February 2020. Among these was 8851F, seen at Tufnell Park on 3rd March 2020. Just visible on the offside of the roof is the small black aerial (or whatever it is), which appears to be a slightly different design to that on the larger Transit vans such as 8859F and 8861F. Parked alongside was a Ford Transit dropside truck in unmarked white. This was presumably on hire pending the delivery of further vehicles. Fleetnumber 8845 would appear to be a potential candidate and is the only number in the 88xx series not yet reported.

Photo 6283, by **Derek Everson**, added to LTSV on 27/04/2020.

Seen parked at Tufnell Park on 3rd March 2020 were two Ford Transit Mk8s used by the Power Supply section of LUL. 8861F and 8860F (on the right) are both medium-wheelbase, mid-height vans, and they are both to the '2020 Facelift' design. The most noticeable feature of this relatively minor revamp is the lack of any body colour between the bottom of the front grille and the bumper. Comparison with the original Mk8 Ford Transit dropside truck behind (which was believed to be on hire) shows that the contouring of the panel below the headlamps has also been revised. Both 8861F and 8860F have the black aerial on the front offside of the roof, the purpose of which is not known.

Photo 6284, by **Derek Everson**, added to LTSV on 27/04/2020.

When LUL brought the maintenance of the power supply network back 'in-house' in 2013, the department was equipped with a fleet of new vehicles. These included vans and trucks in LUL livery, but for cars a batch of Skodas in unmarked silver was employed. The fleet was renewed in 2019 and the Skodas were replaced by new Toyota Prius cars in full LUL livery. Three were parked outside the Tufnell Park base on 3rd March 2020, along with two of the Renault Kangoo Maxi vans. From left to right the vehicles are 8886T, 8854R, 8890T, 8892(T) and 8857R. The cladding of the building has been repainted from green to grey, and LUL signs are now fitted.

Photo 6285, by **Derek Everson**, added to LTSV on 27/04/2020.

The Volkswagen Caddy established itself as a key part of the central fleet during 2019, with no fewer than 68 examples being delivered (a quarter of all additions). Lowest numbered among these was Caddy Maxi crew van 8762VW, new in April and allocated to Northumberland Park Depot, where it was photographed on 10th March 2020. This van is normally parked at Osborne House within the depot complex, and it appears to have replaced Toyota Yaris car 7761T.

Photo 6286, by **Derek Everson**, added to LTSV on 27/04/2020.

Parked on Carlingford Road (near the entrance to Turnpike Lane Bus Station) on 10th March 2020 was Mercedes-Benz Vito RJ19HSV from Go-Ahead London's Northumberland Park garage. Go-Ahead London received 21 new Vitos in 2019, beating the previous record of 19 in 2018. Almost all are in unmarked red. The artwork alongside is one of several along the wall of a disused electrical substation. Other characters featured include Felix the cat, Charlie Chaplin, Popeye and Olive Oyl.

Photo 6287, by **Colin Lloyd**, added to LTSV on 11/05/2020.

From its introduction in 1968 the Ford Escort was the standard car for use by London Transport, with numerous additions to the numbered fleet (mainly estates) and the 'private car' fleet. However, other makes were also used, especially from the end of the 1970s onwards when there was a move towards dual-sourcing. By April 2000 the Ford Escort had been all but replaced by the new Focus model, and production was to cease a couple of months later. Of 56 cars in the numbered fleet at the time, just 8 were Escorts (all estates) and only one more was to be delivered, towards the end of the year (5109F). The 8 included a batch of 5 S-prefix registered estates new in September 1998 and numbered 4828F to 4832F. The only one of this batch that I have a photo of is 4832F, seen passing through Ealing Broadway on the 27th March 2000. It was in standard LUL white/blue livery, with (as usual) the blue only being applied to the sides and not around the front or rear, while the lettering shows that it was allocated to the Central Line.

Photo 6288, by **James Mair**, added to LTSV on 11/05/2020.

The Vauxhall Combo was first introduced in late 1993 and was based on the front half of the Vauxhall Corsa car married to an enlarged rear half. The new design was officially the 'Combo B', the 'Combo A' designation having been used for an earlier model that was sold in the UK as the Astramax. The Combo B featured a stepped roof line, as also seen on the contemporary Ford Courier, Ford Escort and Volkswagen Caddy vans. Eighteen examples of the design were added to the leased fleet between 1996 and early 2000. There was then a gap until the first example of the new 'Combo C' (with a smoothed-out roofline) was added in late 2001. The latter design proved to be very popular, with a total of 170 being leased in the years 2001 to 2011. One of the Combo B vans is shown here parked close to Sudbury Hill Station. Despite the Bedford name having been dropped (in favour of Vauxhall) for light commercial vehicles in 1990, most of the Combo Bs were given B suffixes to their fleetnumbers, as seen on 4849B here. The cabside lettering is notable in having three lines. The second is 'Engineering Services', while the third is 'Civil & track consultancy'. 4849B had roof bars and was petrol-engined (some others were diesel). It was listed as a '2+2' van (with an additional pair of seats) but, as usual, it is impossible to see if these were indeed fitted. I had to use Google Streetview to confirm the location of this photo and, because of this, I can tell you that Iceland, W Sherry Funeral Directors, the Launderette and Phillips and Co Estate Agents are all still trading twenty years later, indeed the latter three are still using the same signs.

Photo 6289, by **Colin Lloyd**, added to LTSV on 11/05/2020.

Colin caught a pair of Mk5 Ford Transit vans rounding the corner of Buckingham Palace Road and Grosvenor Gardens at Victoria on 17th May 1999. Although both are in LUL white/blue livery, there are differences that suggest they may not have been working together. 4853F in front has a roof-rack and 'Engineering services' lettering (unfortunately the three lines of cabside lettering cannot be read), while older 4435F had 'Support services' and was believed to be one of the mail vans. 4435F was withdrawn in January 2000 (see photo 811), while the disposal date of 4853F is not known. I did photograph it in plain white at Waterloo station in 2004, and there is a possibility it had been retained for use by Transport Police as a covert surveillance vehicle.

Photo 6290, by **James Mair**, added to LTSV on 11/05/2020.

The 42 Ford Escort vans in the leased fleet as of April 2000 included a large batch of 21 new in late-1998/early-1999 that had consecutive fleetnumbers 4854F to 4874F. The numbers were also applied in order of registration number, a traditional practice that was no longer commonly followed. The bulk of the batch was S982TMY to S998TMY inclusive, the final four being S32/34/35/36UMY. This was the time when an ever-increasing amount of numbers were being held back as 'select marks', hence the omission of S999TMY and S33UMY. The batch featured a mixture of 'Engineering services' and 'Support services' main lettering, though all seem to have only had 'London Underground Limited' on the doors (i.e. no department details). 4855F was hitched up to a Lords tow-truck when seen near Smallbills Garage on Bollo Lane in Acton.

Photo 6291, by **James Mair**, added to LTSV on 11/05/2020.

Another Ford Escort van from the large batch 4854F to 4874F is 4873F, seen passing the car park at the entrance to Acton Works. It looks as though the shrubs in the gap between the two fences had only recently been planted. Twenty years later these have grown to form a thick barrier, making it much harder to see into the car park.

Photo 6292, by **Colin Lloyd**, added to LTSV on 11/05/2020.

The Ford Fiesta has gone through several phases of being popular as a service vehicle. 52 vans and one hatchback had been leased between 1985 and 1995, all being withdrawn by mid-1998. However, a few months later a new phase started with the arrival of nine further cars for use by London Buses, followed by a similar trio at the start of 2000. All carried the recently-introduced livery of red with a stripe made up of orange squares, and 'London Transport Buses' labels. These can be seen on 4878F caught coming off the end of Oxford Street on 1st May 2000. The limited photos and sightings available suggest that this car was based at Stratford Bus Station. The buses are both Olympians, on the left is a Metroliner Volvo with Alexander bodywork, while behind the car is an ECW-bodied Leyland of Cowie South London in the short-lived yellow stripe livery.

Photo 6293, by **Derek Everson**, added to LTSV on 11/05/2020.

Some of the Ford Fiesta cars for London Buses entered service before the full application of livery, which means I can continue the occasional series of 'Same vehicle, same location, different livery'. 4879F was photographed at Hammersmith (upper) bus station on 16th April 2000, while the undated but earlier photo by Kim Rennie of this car in the exact same place shows it in plain red (see photo 282). I could actually have made this a series of three photos, since Derek also photographed 4879F here in July 2001 (parked, once again, in the exact same place) but with the labelling changed to 'London Buses' by the simple expedient of cutting off the section containing the word 'Transport'.

Photo 6294, by **Dave Heath**, added to LTSV on 11/05/2020.

London Transport Buses (later just London Buses) had first appeared as a service vehicle branding in about 1989, when the bus operating divisions were restructured into new units as a prelude to privatisation in the 1990s. The residual, London-wide role of 'bus station control' was supported by an initial fleet of Ford Escort vans, followed by the first larger vans in 1993. These were short-wheelbase Volkswagen Transporters in white livery (such as 4311V and 4385V). A couple of longer Transporters were added in 1995 but deliveries in 1996 and 1997 switched to the Ford Transit. The Transporter was to return in late 1998, by which time the livery had changed to red with orange squares. 4887VW was the first of a batch of five short-wheelbase vans, and was based at Cromwell Road bus station in Kingston. Rather surprisingly, I only have one photo of this van, Dave having caught it in central Kingston on 18th August 2000. Other differences from the earlier vans were that the light-bar was moved from the back to just behind the cab, the roof-mounted spot-lights were dispensed with, and the fleetnumber suffix was changed from V to VW.

Photo 6295, by **Colin Lloyd**, added to LTSV on 11/05/2020.

Another of the first batch of five red Volkswagen Transporter vans for London Transport Buses was 4889VW, seen at a rather non-descript location (the signpost behind the van had been taped over for some reason) on 23rd January 1999. According to Colin's notes, the photo was taken in Stratford. Although two months old, the van was still in plain red livery with just fleetnumbers for identification. I assume this van was eventually given the red squares and lettering, though another photo by Colin taken at the end of May 1999 shows it still in plain red. At least one other van from the batch (4890VW) was used in plain red but gained livery later on, while all except 4889VW were photographed in full livery.

Photo 6296, by **James Mair**, added to LTSV on 11/05/2020.

Having just mentioned 4890VW, here it is. It may seem overkill to use three photographs to illustrate a batch of five vans, but this view has been included to show the rear chevrons. As the photograph of this van newly-delivered to Acton Works shows (see photo 264), the rear door was actually yellow, and had red chevrons applied, rather than vice-versa. London Buses had a preference for 'tail-gate' type (top-hinged) rear doors at the time and this may be why the Transporter was selected. These doors were available on the Ford Transit (see photo 1120) but not as a standard option. 4890VW was based at Edgware Bus Station, where it was photographed, and lasted for a shade over five years.

Photo 6297, by **James Mair**, added to LTSV on 11/05/2020.

With 121 vans and 19 crew vans in the numbered fleet, the Ford Transit van was by far the most common type in spring 2000, as it had been for quite a few years. However, the majority of the vans were either short-wheelbase, low-roof examples, or long-wheelbase, mid-height ones. There were no long-wheelbase, low-roof vans (I don't think this was ever an option on the Mk3/4/5 Transit), but there were a handful of short-wheelbase, mid-height vans. One of these was 4898F, photographed parked outside Harrow-on-the-Hill Station. It carries LUL white/blue livery but is unmarked apart from fleetnumbers (and tyre pressure markings). Flanking numbers 4897F and 4899F were on vans to the same configuration and also lacking lettering.

Photo 6298, by **James Mair**, added to LTSV on 11/05/2020.

Short-wheelbase, mid-height Ford Transit minibuses were less unusual than vans of that size. Indeed almost all Transit minibuses operated during the Mk3/4/5 era were mid-height, regardless of length. 4900F was a short-wheelbase Mk5 used by London Buses for passenger surveys. It carried an all white livery, although similar 5017F, delivered a few months later for the same department, was in red/orange. The headlight washers, more prominent on the Mk5 Transit, were specified on most minibuses but very rarely on vans, perhaps due to regulatory requirements.

Photo 6299, by **James Mair**, added to LTSV on 11/05/2020.

4901F was a fairly standard, long-wheelbase, mid-height Ford Transit van, with 'Engineering services' logos and 'Northern line' branding. New in February 1999, it was seen at Finchley Central Station some time later, as evidenced by the presence of Mk6 Transit minibus 5241F (new in July 2001) in the background.

Photo 6300, by **James Mair**, added to LTSV on 11/05/2020.

The difference in height and width between the Corsa-based front end and the cargo-carrying rear end of the Vauxhall Combo B model is well illustrated by this view of 4905B. Also visible is the 'Combo D' badging, the D here referring to a Diesel engine (as confirmed by the fuel filler cap). Rather confusingly, 'Combo D' also refers to the fourth incarnation of the Combo, launched in 2011. Also confusing is the LS badging on the driver's door. This was also carried on petrol-engined 4849B, so presumably just indicates the trim level rather than the engine details. 4905B had lettering for 'Track Force' and was probably based at Lillie Bridge.



Photo 6301, by **Colin Lloyd**, added to LTSV on 11/05/2020.

4909F was a rather basic Ford Transit dropside truck, lacking a crew-cab and tail-lift. On 16th August 2000 it was seen passing through Vauxhall, this section of road now being part of the bus station. The allocation history of this vehicle is not known, and the cab-side lettering is not legible in this view. A later photo showed it lettered for 'Track workshops', not a department I can recall seeing on any other service vehicles.



Photo 6302, by **Colin Lloyd**, added to LTSV on 11/05/2020.

I had this photo filed under fleetnumber 4910F, but this Ford Fiesta car is one of two vehicles new around the turn of 1998/1999 that were officially reassigned with new numbers a couple of months later, seemingly to remove duplications. The Fiesta was one of three delivered in red in December 1998 and numbered 4910F to 4912F. The number 4910F had already been assigned to a Ford Escort van new in October 1998, though that van was never seen so it is not known if it actually carried the number, or even what livery it was in. The Fiesta was allocated replacement number 5023F on paper but continued to carry 4910F. It was allocated to Stratford Bus Station but could also be found at other bus stations in the area such as Walthamstow, Turnpike Lane and (as seen here on 23rd July 1999) Ilford. Ilford bus station was actually just a bus standing area, with no passenger stops. The identity of the red and yellow bus just visible on the right is not known but it is thought to be one of the minibuses used on Mobility Bus services.



Photo 6303, by **Colin Lloyd**, added to LTSV on 11/05/2020.

The Ford Mondeo design was introduced in 1993, replacing the Sierra and remaining in production in 2020, albeit having undergone several major revamps. Since 1994, a small quantity of Mondeos have been used as service vehicles, alongside larger numbers of the slightly smaller Escort and Focus models. As at April 2000 there were 5 in the central fleet, all being estates in LUL white/blue livery. Newest of the 5 was 4913F, a 2.0LX model allocated to the Emergency Response Unit. The lettering on the door had this titling but with a lower-case u for unit, and it is notable that - apart from this lettering - there is no other indication of its high priority use. Later cars for the ERU had battenburg or other high-visibility markings. Colin photographed 4913F at Ludgate Circus on 15th June 2000. The Mondeo remained in use until 2003, when it was replaced by un-numbered Vauxhall Astra estate LN03WZG.

Photo 6304, by **James Mair**, added to LTSV on 11/05/2020.

A handful of the numerous Ford Transit dropside trucks used by LUL have been fitted with what I call 'rubbish cages', these being intended to allow the carriage of bulky and loose but light cargoes. One such vehicle was Mk5 4916F, seen in the car park at Rayners Lane Station during an engineering possession. The cab carries lettering for the 'Metropolitan line', while the cage has been lined with sheets. This vehicle may have been used for collection of rubbish bags from stations, or perhaps it was used to move tree cuttings and other vegetation. The latter would explain its allocation to the most rural part of the LUL network. Just visible parked behind is anagrammatic 4961F, another Transit dropside but with a crew-cab and with normal, open bodywork. One curiosity is that 4961F had lettering for the 'Metropolitan & circle line'. Surely Circle should have had a capital C....

Photo 6305, by **James Mair**, added to LTSV on 11/05/2020.

Another Ford Transit dropside in Metroland, this time at Ruislip Station. 4917F had the same 'Metropolitan line' lettering as caged 4916F, but differed in also having a crew-cab. Most LUL crew-cabbed dropside were long-wheelbase examples, but this one appears to be a medium-wheelbase, resulting in a very short-looking body. Note also that 4917F had a registration number (S885WNM) adjacent to that on 4916F (S886WNM). According to our information, both trucks were new in late January 1999 and both left the fleet on the same day in April 2003.

Photo 6306, by **Colin Lloyd**, added to LTSV on 11/05/2020.

The second of two vehicles to have been reallocated new fleetnumbers after delivery is shown here. Volkswagen Transporter S487YAN was a one-off, short-wheelbase van for LBSL, new in January 1999. It was given fleetnumber 4918VW and carried this throughout its almost four year career, much of which was spent in North West London at locations such as Harrow and Edgware. However, this van was officially renumbered as 5022VW, presumably to avoid duplication with Ford Transit van S391YWP, which was allocated number 4918F. There are two oddities about this. First is that the Ford was delivered a month after the Volkswagen, which makes me think it should have been the one renumbered. Secondly, and mirroring the case with the two 4910Fs, the Ford van was never seen, and it is thus unknown whether it actually carried the disputed number. Colin caught 4918VW/5022VW approaching Victoria on 5th July 1999.

Photo 6307, by **Colin Lloyd**, added to LTSV on 11/05/2020.

Having taken several batches of Ford Transit and Volkswagen Transporter vans during the 1990s, London Transport Buses was not entirely satisfied with either type. There were concerns about the after-sales service and there was also a desire to use more of a 'walk-in' type, with more headroom inside and through the doorway. This led to the arrival in spring 1999 of two Renault Master vans. These were the first Renaults for the central fleet, and saw the re-introduction of the R suffix letter, previously used for various cranes and road-rollers. The Renault vans had tall cargo doors, the sill being close to the roofline, and also had a lower floor level than comparable designs. Both vans were added to stock in late February but had different licensing dates. 4920R had been pre-registered (with an S-prefix) in January 1999, while 4919R was licensed a few days after delivery and hence got a T-prefix registration. 4919R was based at Stratford and was photographed passing through South Woodford on 5th May 2000, while 4920R was allocated to Aldgate. Both vans served for a little over 3 years but LBSL had no more Renaults, due to the lack of a fully automatic transmission option. More VW Transporters were added later in 1999 but in 2000/2011 there were 2 batches of Vauxhall Movanos, this design being essentially identical to the Renault Master. Renault of course went on to become a major supplier of service vehicles following the arrival of the first Kangoo in 2001.

Photo 6308, by **James Mair**, added to LTSV on 11/05/2020.

A look into the yard at Edgware Road Station in about 2000 shows a number of service vehicles present. Facing the camera on the left is Ford Escort van 4929F new in March 1999. Behind that are a pair of Transit dropside trucks, a mid-height Transit Mk5 van and a Cobul trailer. The trailer is most likely CBT55, which appears in the background of several photos taken at this location (see photo 98), but which appears to have never been photographed itself. Also on the left is a red Ford car (possibly a rare Focus saloon) registered T260RUY, which was almost certainly a DSM-supplied vehicle and part of the 'pool/private/unmarked' car fleet. On the right are two more Mk5 Transit vans, though the mid-height example appears to belong to a contractor. Flanking these are two of the three Ford Ranger pick-ups that were allocated here at the time. Neither has a hard-top so they were probably 4985F and 4986F. The other cars parked on the right seem to be privately-owned ones.

Comment by *Adam Floyd* on 18/06/2020: T260 RUY is a Mk2 Mondeo hatchback

Photo 6309, by **Colin Lloyd**, added to LTSV on 11/05/2020.

Six more Volkswagen Transporters were delivered for LBSL in spring 1999, five arriving in late March and one a month later. These were long-wheelbase, low-roof vans in the standard red with orange squares livery. A rather grimy 4944VW was seen on 20th January 2001 near West Croydon (turning from Wellesley Road into Station Road). 4942VW from this batch was based in central London and seems to have been photographed a lot. Coverage of the others is a lot lower, and I have no photos at all of the last two (4946VW and 4947VW).



Photo 6310, by **James Mair**, added to LTSV on 11/05/2020.

Another 'standard' LUL long-wheelbase Ford Transit van seen somewhere in Metroland. 4962F was new in December 1999 and lasted almost exactly 3 years. As can be seen, it had a roof-rack, these being attached to the curb-rail. Racks on mid-height Transits required lengthy support arms to clear the roof panels. The cab-side lettering again has the curious use of sentence case, reading 'Metropolitan & circle line'.



Photo 6311, by **Derek Everson**, added to LTSV on 11/05/2020.

I'm not sure of the location of this photo, taken on 19th November 1999! The subject is Volkswagen Transporter van 4971VW in a plain red livery with just fleetnumbers (and tyre pressure markings) for identification. It was similar to the London Buses short-wheelbase Transporter vans but had side-hinged rear doors instead of the tail-gate type, and it was used by the London Transport Museum to take shop stock to events. 4971VW had replaced virtually identical 4498V in August 1999, and was itself replaced by larger Vauxhall Movano 5481V in February 2003.



Photo 6312, by **James Mair**, added to LTSV on 11/05/2020.

A small number of four-wheel-drive vehicles have been used as service vehicles over the years, perhaps for roles where some off-roading might be required to access work sites. Such vehicles were Land Rovers for many years, but a couple of other makes have also been tried. The Ford Ranger has been a small but fairly continuous part of the central fleet since the arrival of the first two in September 1999. This pair was numbered 4986F and 4987F, the latter having a hard-top cover to the rear. Almost five months later they were joined by a third, numbered 4985F and registered in the same series. The reason for the delay to this vehicle is not known, but all three were allocated to the Lifts, Escalators and Pumps section based at Edgware Road Station (for some reason this department was permitted capitalisation in the cab-side lettering!). 4985F was seen parked outside Stanmore Station on the 1st of December 2000. Stanmore has neither lifts nor escalators so the vehicle must presumably have been attending to pumps! By the way, this generation of Ford Ranger was actually based on the Mazda B-series truck and differed from the Ranger models sold in America. Later generations were internationally standardised.

Photo 6313, by **James Mair**, added to LTSV on 11/05/2020.

Vehicles with fleetnumbers in the 5xxx range had first appeared in spring 1999 and, by April 2000 there were 44 in stock. This total includes the two 49xx vehicles that were reallocated 50xx numbers to eliminate duplicates (as also illustrated in today's batch). Delivered in October 1999 were a batch of four Vauxhall Astra estate cars for use by LUL. These were numbered 5001-5003B and 5007B, and 5003B is shown here. It actually carried suffix-less fleetnumbers (i.e. just 5003) on both sides and it is possible that the others were the same. There was some confusion at the time over whether Vauxhall vehicles should continue with the B suffix (for Bedford), or switch to V (which had already been used for Volkswagen, though they later used VW) and leaving the suffix off was one way to get around it! The side lettering on this car reads 'Signal, electrical & communication services', again minimising the use of the more expensive capital letters!

Photo 6314, by **Colin Lloyd**, added to LTSV on 11/05/2020.

As at April 2000, the Vauxhall Astra was the most numerous car model in the central fleet, a position usually held by Ford. The numbered fleet included 22 estates (plus a single hatchback), most of which were in LUL white/blue livery. Exceptions were four used by London Transport Buses, of which three were in all white (like 4689B). The newest of the LTB Astras was 5041B, delivered in January 2000 in red livery, though it never received the orange squares carried by other LTB vehicles. Strangely, three further red Astras were delivered later in 2000 and did get the squares, as seen on 5059B. 5041B was often to be found at Finsbury Park Bus Station, but was also a common sight around central London. On 3rd April 2000 Colin caught it on the one-way system around Victoria Station. I have left this photo cropped wide as the bus on the left is of some interest. This is one of the 69 Leyland National IIs built for use on the Red Arrow network in 1981. 42 of these buses were rebuilt by East Lancashire Coachbuilders in 1993/1994 to their 'National Greenway' specification. This included the fitting of new exterior panels and windscreens which changed the buses' appearance considerably. They were eventually replaced by new Mercedes-Benz Citaro articulated buses in 2002.

Photo 6315, by **London Spotter**, added to LTSV on 21/06/2020.

Found at Ardleigh Green (beyond Romford) on 9th May 2020 was 8433T, the first Toyota Prius to carry LUL livery. New in March 2017, at least 46 similar examples have followed in the three years since. As with quite a few of the LUL Priuses, the allocation of 8433T is not clear. In fact it had only been reported twice since it entered service, both sightings being in 2018 and at night. This photo confirms that the car carries a suffix-less fleetnumber (8433), while later deliveries all had T suffixes. It also made me notice that there is a glazed section at the top of the vertical section of the hatchback. From some angles, this makes the white strip above look like a spoiler.



Photo 6316, by **Lee Thatcher**, added to LTSV on 21/06/2020.

Allocations are still not known for almost half of the Dacia Sandero cars delivered to RATP-Dev over the turn of 2019/2020, the COVID-19 situation causing a dramatic drop in the sightings that would normally be used to determine where the cars are based. D75110 has been noted at Hounslow Garage a couple of times (as here on 14th May 2020), so is likely to be based here along with similar D75126.



Photo 6317, by **Lee Thatcher**, added to LTSV on 21/06/2020.

Acton-based Incident Response Unit 9061VW was seen paying a visit to Hounslow on 21st May 2020. The subtle distinction between the yellow/orange stripes on the sides and the yellow/red stripes on the rear is apparent. I was about to call this Hounslow Bus Station, but it no longer really qualifies for this descriptor. Buses still stand here but they do not pick up passengers, and the former 'islands' have been removed. It is thus rather like the bus stands at locations such as Hackney Wick and Ilford (Hainault Street).



Photo 6318, by **Lee Thatcher**, added to LTSV on 21/06/2020.

Even when RATP Dacias have been reported in use, the allocations are still sometimes unclear. D75111 (MJ69ZDP) had been seen at Fulwell Garage in February, but was then photographed passing Hounslow Bus Garage (note the distinctive Buses Only sign above the car) on 21st May 2020. All will no doubt become clear in due course... Regarding my comments against the previous photo, I've just noticed that the bus stop in the background here does refer to the location as Hounslow Bus Station, so I will probably stick with that in the future.



Photo 6319, by **Lee Thatcher**, added to LTSV on 21/06/2020.

Hatton Cross bus station at tea-time on 28th May 2020 was a bit quieter than usual, but not nearly as deserted as some locations have been during the COVID-19 pandemic. A closer look at this photo will also show that a handful of the people in the background are wearing face-masks, something which you would not have seen in London a couple of months ago.

Abellio is evidently still using cars as crew ferry vehicles, presumably on the basis that they only have one occupant at a time. Ford Fiesta hatchback MF13PGO is one of many similar cars bought second-hand a few years ago, and it was assigned fleetnumber 6804. The fleetnumbers are sometimes carried on the fuel filler cap, but the cap is missing in this view. This car was noted once at Twickenham (Fulwell) garage but has otherwise been based at Hayes. The car alongside has a 'Tracker' warning label in the nearside window and is probably ML13FNK, as seen in the next photo.



Photo 6320, by **Lee Thatcher**, added to LTSV on 21/06/2020.

Hatton Cross bus station again, still on the 28th May 2020 and still with Abellio Ford Fiesta cars. 6809 (ML13FNK) and 6811 (GJ13SRX) are of very similar age and specification, the only noticeable difference being the wheeltrims. Both cars have a full set of lettering, including route and garage allocations plus fleetnumbers on the bonnets. The garage allocations are curious though. HA is Abellio's own code for Hayes Garage, while WS is the TfL code for the same base. The WS code seems to have derived from the first operator to use the location (Wings Buses).



Photo 6321, by **Lee Thatcher**, added to LTSV on 21/06/2020.

I was somewhat surprised to see that this venerable van was still in use. First licensed in late 2003, Ford Transit Mk6 BT53RVV has been with Abellio since at least mid-2008. On 30th May 2020 it was caught passing Sixth Cross Road at Fulwell, close to its home garage.



Photo 6322, by **Lee Thatcher**, added to LTSV on 21/06/2020.

Abellio has close to 40 Ford Fiesta cars, and the most common colour scheme is black, which features on 15 of them. YH60VMZ was seen at Fulwell (Sixth Cross Road) on 30th May 2020, no doubt heading for the nearby garage at the back of the old Fulwell Trolleybus depot. Note that the driver is wearing a face mask, due to the COVID-19 situation. Another 'sign of the times' is the 'Thank You NHS' banner draped over the carpenter's shop in the background.



Photo 6323, by **Peter Terry**, added to LTSV on 21/06/2020.

A curious find at West Croydon Bus Station on 2nd June 2020 was LBSL Vauxhall Movano minibuss 8302V. These vehicles are normally used by the Passenger Data division team to transport staff undertaking bus passenger surveys. It is highly unlikely that any surveys were being conducted during the COVID-19 pandemic, as they would be difficult to do while maintaining 2 metres separation. There had been some changes to bus boarding arrangements in May and June, with the front doors kept closed and passengers using only the centre/rear doors. As this meant that passengers were not able to 'touch-in', it further reduced TfL's income, and front-door boarding was gradually re-introduced during June. Perhaps the minibuss was here with staff to assist passengers with these changes.



Photo 6324, by **Derek Everson**, added to LTSV on 21/06/2020.

Quite a few service vehicles have been stranded at the Cordwallis VW dealership in Bedfont due to the COVID-19 restrictions. These include some Crafter vans for LBSL, which have been gaining full livery before delivery. Three of these are visible in the background of this photo taken on 6th June 2020, the one in the middle being 9087VW. There are also at least six Caddy Maxi crew vans with registrations RK20UYA-UYF. First noted on 3rd March (when they were in plain white), by mid-March some had gained blue skirts, but they remained unlicensed. By the time of Derek's June visit, the vans were all still present, and all had been given blue skirts. A surprise was that the vans were then given fleetnumbers and lettering on-site, a visitor on 18th June finding the batch had become 9128-9133VW. Although the LBSL IRUs were marked up here, all other vehicles in the past have been delivered to Acton in a plain state. RK20UYB (seen here) is now 9131VW. When these vehicles actually get licensed, delivered and put into service remains to be seen.



Photo 6325, by **Derek Everson**, added to LTSV on 21/06/2020.

Blimey, another Abellio Ford Fiesta, and a black one to boot! GJ13SRX (with fleetnumber 6811 and the 'officially correct' garage code for Hayes of WS) was seen at Hatton Cross Bus Station on 5th June 2020.



Photo 6326, by **Derek Everson**, added to LTSV on 21/06/2020.

First Berkshire has been using unmarked vans for the past few years, making them a bit hard to keep track of. For example, this Ford Transit van SR19EZF was seen at Slough Garage in February 2020 and was assumed to be based there, though it could just as easily have been a hire or even a visiting contractor. Complicating matters was that a new Nissan electric van had been seen here a few months earlier and was presumed to be the new engineer's van (see photo 6155). The Ford was noted again on 5th June 2020 (as shown here), so is likely to be the current allocation. An interesting aspect of this photo is the various coaches in the background. The COVID-19 pandemic had resulted in many bus and coach services being reduced or suspended, and many operators temporarily mothballed a portion of their fleets by applying for SORNs (Statutory Off Road Notifications). The coaches seen here have had part of their registration numbers taped over, most likely so that staff are aware that they are not to be used. It is curious that they didn't bother to turn off the electronic destination screen on the Plaxton coach on the left though!



Photo 6327, by **Lee Thatcher**, added to LTSV on 21/06/2020.

You are kidding me! Another black Abellio Ford Fiesta? Really? Actually, there is a reason. First though, CA12MVC has been with Abellio since at least late 2015, and is at probably its fourth garage, having previously worked from Byfleet, Southall (Bridge Road) and Southall (Great Western Way). It was photographed at Ivybridge Tesco on 8th June 2020, this being one of the two terminals of short bus route H20. The H20 has been operated by Twickenham (Fulwell) for many years, so the Fiesta is most likely based there now. The interesting aspect of this photo is that it was taken in the car park of Tescos yet there is a bus parked alongside. There was in fact another bus on the right hand side, and Lee suggested that spare buses are used as ferry vehicles in the evening. There are many instances of crew ferry vehicles using supermarket car parks around London, but in most of these cases the buses keep themselves to the adjoining roads.



Photo 6328, by **Dave Warby**, added to LTSV on 21/06/2020.

Dave Warby recently sent some night-time photos, a couple of which were taken last year. The quality of these photos was excellent and I was rather surprised to see that they had been taken on a mobile phone (an iPhone 7 to be precise). The photo shown here used a 1/6 of a second exposure yet was remarkably sharp and clear. The subject is Renault Kangoo Maxi van 8496R, found on Melton Street (close to Euston Station) in the witching hour on 25th September 2019. 8496R had been delivered in January 2018, entering service from Griffith House after a couple of weeks spent in the car park at Acton Works.



Photo 6329, by **Dave Warby**, added to LTSV on 21/06/2020.

Another photo taken by Dave Warby after midnight on 25th September 2019 shows two Renault Kangoo Maxi vans parked on Melton Street at Euston. The sharpness is excellent considering that this was taken using a hand-held phone at a quarter of a second exposure, although Dave does admit to a little bit of post-processing. I am almost tempted to get an iPhone and leave my big camera and tripod at home next time I do a night trip! The main subject here is Griffith House's 8813R, new in June 2019. Many Renault Kangoo vans have been 'allocated' to Griffith House in recent years, although they are not kept there during the day. Large numbers will arrive there from about 11pm onwards and park up for half an hour before heading to various worksites. Talking of night-trips, we invariably start these at Griffith House, as the parked vehicles are relatively easy to photograph. It can be a bit frustrating to then move on to other locations only to find that the same vehicles follow us!



Photo 6330, by **Dave Warby**, added to LTSV on 21/06/2020.

This Ford Transit Custom crew van from the Lifts and Escalators section was photographed on 31st January 2020. It was parked on Euston Street (the sign for Euston Station can just be made out in the left background), with the former Coburg Street control room being behind the photographer. As can be seen, this area is undergoing much change in preparation for the eventual building of a new station for the HS2 railway line. An earlier photograph, taken in 2013 at almost the same angle (see photo 4472), shows some of the buildings that have since been demolished.



Photo 6331, by **Dave Warby**, added to LTSV on 21/06/2020.

Ford Transit Custom van 8413F was found parked in Little Chalfont on 21st February 2020.



Photo 6332, by **London Spotter**, added to LTSV on 21/06/2020.

Go-Ahead London RX18LLC was photographed at the Hainault Street bus stand in Ilford on 9th June 2020, this being one of about nine Mercedes-Benz Vito minibuses based at the large garage at River Road in Barking. Like all the others, RX18LLC is in unmarked red, although it is interesting to note that some cameras seem to capture a slightly different hue to others.



Photo 6333, by **Derek Everson**, added to LTSV on 21/06/2020.

On 11th June 2020, Derek paid a visit to the Emergency Response Unit depot in Battersea and found Volvo tender 2604 parked outside. I am adding photos of both sides of this vehicle, as there is something of interest in each view. Well, I think they are interesting...

Perhaps the most significant point to note is the 'To Let' sign in the background. This is clearly related to Unit 6, which is where the ERU base is. Presumably there are plans to move the vehicles elsewhere in the near future. As for the vehicle, this nearside view shows the arrangement of the crew cab. As seems to be normal with modern lorries, the crew cab is designed to make use of the same basic door parts for both the front and rear sections. This explains the raked-back leading edge to the second door (and the resultant odd shape of the infill window), the black moulding panel below the window (where the mirrors would be attached) and the cut-out at the rear of the lower edge (to clear the wheelarch). I feel that the appearance could be greatly improved if the rear compartment could use a different door design. Having said all that, the two doors on this side are obviously different, the forward one having an additional 'kerb' window. Something I had not noticed before was that the Volvo FL model features these windows on the nearside but not on the offside.

Another item that I have only just noticed is the way the space within the main bodywork is used to the fullest. As well as the three main compartments (each with a roller shutter door), there are smaller cubbyholes around the wheelarch and up the front end.

Photo 6334, by **Derek Everson**, added to LTSV on 21/06/2020.

Another view of Volvo FL emergency tender 2604 parked outside Battersea ERU depot on 11th June 2020, and I draw your attention to the fact that the adjoining unit in this small industrial estate is used by 'Trams'. Sadly this is just the name of a 'Trusted IT Solutions Provider' (to quote their own website). Turning back to the main subject, I noticed there was a small grey object in the middle of the sunvisor (above the windscreen) that appears to be pointing downwards. Further inspection showed that there were similar devices at the mid-points of each side and the rear. I suspect that these are small video cameras. There was a trial a few years ago with similar cameras on some London buses. The camera feeds were composited into a single image, effectively giving the driver a bird's-eye view of whatever was close to their vehicle. Useful when manoeuvring in confined spaces.

Photo 6335, by **Lee Thatcher**, added to LTSV on 21/06/2020.

The only vehicles that have been reported as being added to service vehicle stock over the past couple of months have been a quartet of Ford Tourneo Custom minibuses in use as crew ferry vehicles from Abellio's newish Southall garage. The vehicles themselves were also 'newish', having been first licensed in 2018, and all are in unmarked silver. This suggests that they may just be on hire during the COVID-19 pandemic, perhaps because they enable a little more 'social distancing' than was possible in the cars normally used for this role. HY68AZC was seen near the Iron Bridge in Southall on 11th June 2020.

Photo 6336, by **Malcolm Conway**, added to LTSV on 21/06/2020.

The next eleven photos are the tail-end of a feature looking at the service vehicle fleets as they were twenty years ago in 2000, this part looking at the bus company fleets. Having said that, I now realise that a couple of the vehicles may not have actually been in use in 2000. Take this Ford Transit dropside truck of Luton and District seen at Luton Garage. It had been first licensed in August 1986, and although the date of the photograph is unknown, various clues make me think it was probably taken in about 1988. But, with no sightings recorded, and not much in the way of official fleet information, the date it was disposed of is hard to pin down. It was last licensed until January 2008, but I have recorded an 'out' date of 'by2005', perhaps because I obtained a fleetlist in 2005 on which it did not appear. Even so, it could have been sold anytime between 1990 and 2005.

Luton and District was formed in 1986 from part of United Counties Omnibus. It was thus outside the traditional (pre-1970) London Transport area, though it later bought one of the parts of London Country and ... let's just say things became complicated.



Photo 6337, by **Richard Eversden**, added to LTSV on 21/06/2020.

Grey-Green was a long-established coach operator with several bases in London and East Anglia. Bought by the Sunderland-based T Cowie group in 1980, seven years later it started operating bus services under tender to London Regional Transport. Route 298 between Turnpike Lane and South Mimms was taken over in February 1988, which probably accounts for the presence of Grey-Green Ford Escort van E53CVK at Turnpike Lane in 1989. The van was first licensed in November 1987 so was probably operated from new. Many of the early service vehicles were registered in Newcastle, due to the T Cowie connection. E53CVK (with the distinctive fleetnumber 01) was last licensed until August 2002 but, with no more photographs or sightings to refer to, it may well have been withdrawn some time before then. An interesting aside to this photo is the 'Dix Travel' sign on the shop in the background. Dix Coaches was taken over by Grey-Green in 1976 but was retained as a company and trading name for some time, including appearance on at least a couple of tendered bus routes. The Barking/Dagenham garage currently operated by Arriva London was opened in 1992 to replace the Manchester Way premises of Dix Travel, and this connection is preserved in the location's code of DX.



Photo 6338, by **James Mair**, added to LTSV on 21/06/2020.

London Sovereign used two of these red Ford Transit minibuses as crew ferry vehicles from the late-1990s, with a third (in pale blue) being with the 'country' part of Sovereign. The curious aspect about these vehicles is that, although they had G-prefix registrations, they were first licensed as such in 1996/1997. A clue was found in looking at some other PSVs with G/FTW registrations, and it was seen that these had previously belonged to the UK armed forces. Vehicles operated by the Army, Royal Air Force or Royal Navy were given registrations in a separate series (normally either 'AB 12 CD' or '12 AB 34') and were not licensed as such. When subsequently sold to civilian operators, the vehicles would be given date-appropriate registrations. The two London Sovereign minibuses are believed to have been withdrawn by 2004, although it is notable that both were last licensed on the same date (11th December 2006). G496FTW shows its fleetnumber 896 as it leaves Edgware Bus Station.



Photo 6339, by **Derek Everson**, added to LTSV on 21/06/2020.

Another operator to use minibuses as ferry vehicles for bus drivers was Armchair, a well-established coach company that won tenders for several routes in west London. One of these was the trunk route 65 between Ealing Broadway and Kingston. This passed fairly close to Armchair's Brentford base but it would appear that changeovers actually took place at the Ealing terminus. Photographed at Haven Green on 24th June 1999, a Leyland-DAF minibus with 'CREW BUS' branding is seen parked in front of one of the company's Alexander-bodied Leyland Olympian buses. The design of the minibus is clearly descended from the Sherpa model introduced by Leyland in 1974 (although the Sherpa name was first applied in 1975). The model went through various changes of badging including Morris, Freight Rover, Leyland-DAF and finally LDV. H489BND was new to P&S Travel of Hillingdon in August 1990. In 1995 it was sold to Redwoods of Devon but it returned to London in 1999 when it was bought by Armchair. It only seems to have lasted a couple of years though. The Manchester registration is evidence that the coach conversion was undertaken by 'Made to Measure', while the lowest skirting panels are purely cosmetic, as can be seen when you compare this with a similar but 'un-pimped' minibus like 2461L (see photo 2157).

Photo 6340, by **James Mair**, added to LTSV on 21/06/2020.

London Buses had been split up into 12 operational units in 1989 as a precursor to privatisation. It would seem that, for the first few years at least, these units had the choice of continuing to be supplied with service vehicles by Central Distribution Services, or arranging their own supply of vehicles. Metroline was one of the companies that chose the latter option and in April 1991 they received four Ford vans with consecutive H74xGLW registrations. The first three were Escort vans, including H742GLW seen here. Although lettered for Cricklewood Engineering, it was photographed at Edgware Bus Station, probably not long after it was delivered. The bus in the background is a Leyland Olympian in the distinctive grey and green livery of London Country North West, and it has 'Watfordwide' fleetnames. H742GLW lasted quite a long time, and was apparently given the later Metroline livery of red with a blue skirt. It was still in stock in late 2005 but had been withdrawn by mid-2007.

Photo 6341, by **J G S Smith** (via Malcolm Conway), added to LTSV on 21/06/2020.

London General started procuring its own service vehicles in late 1992, with the arrival of a batch of six Ford vans. These had consecutive K78xMGK registration numbers, 781 being an Escort and 782-786 Transits. The vans were also given fleetnumbers in a new series starting at LGF1. The next vehicles to be obtained were two Bedford Astramax vans in Spring 1993 and these were numbered LGV7/8 (the V standing for Vauxhall). Somewhat confusingly, fleetnumbers LGV1 and LGV2 were used a few years later for a pair of Ford Transit vans, the meaning of V presumably having been changed from the make to the type (i.e. van). Anyway, this photo shows Transit van LGF5 parked outside the little-used 'back doors' of Stockwell Garage on 22nd February 1995. These doors were at the west end of the main building and were sometimes partially opened for light/ventilation but I don't recall ever seeing them properly in use.

Photo 6342, by **James Mair**, added to LTSV on 21/06/2020.

Having implied that CDS was no longer involved in supplying service vehicles to the bus companies by 1993, this photo has forced me to rethink. K853MGT was one of three Ford Transit vans (K851-853MGT) used by the London Northern bus unit from early 1993. However, K857-859MGT were three similar vans which went to the Selkent unit. This could just be a coincidence, or perhaps CDS still had some involvement. K853MGT was seen leaving Finchley Garage on 1st December 1993, a couple of days before this garage was closed as a result of route tendering losses. London Northern was taken over by Metroline, and K853MGT survived until about 2007, being based at Willesden Garage.

Photo 6343, by **Damon Cross**, added to LTSV on 21/06/2020.

Pick-up trucks have never been common as service vehicles (My definition of a pick-up truck is a car-sized vehicle with an open or covered load space at the rear - Ford Transit trucks are thus not included). Still rarer are pick-up trucks fitted with tail-lifts, these normally being found only on larger vehicles. The only known examples were a batch of 5 Peugeot 504s for the East London bus unit in late 1992, these being among the last vehicles supplied by CDS to one of the bus operators. Numbered 4205P to 4209P, they were used as garage engineering vehicles and most passed to Stagecoach when that company bought East London in 1994. 4205P was allocated to North Street garage in Romford and lasted for about thirteen years. Damon photographed it at North Street on 17th September 2005, showing the Stagecoach logos applied to the doors and the tail-lift. Note also the neat rack of chains hanging nearby. The vehicle had been allocated Stagecoach national fleetnumber 95027 but it is not known if this was actually carried, and it was to be withdrawn a few weeks later, following the arrival of Ford Transit Connect van HK05PZC.

Photo 6344, by **Colin Lloyd**, added to LTSV on 21/06/2020.

This is a vehicle that I do know was still in use in the year 2000, but I have included this earlier photo to show how it changed before then. L866LOO was a Mercedes-Benz 814 truck delivered new to County Bus and Coach in autumn 1993. It was photographed at Harlow Garage on 9th October 1993, showing its neat lettering and curtain-sided bodywork. County Bus and Coach had been formed in 1989 when the relatively young London Country North East company was further divided into two sections. It passed through a variety of ownerships before ending up as a part of Arriva the Shires. Parked to the right is an elderly Duple Dominant coach in the company's cream and green livery, probably having come from one of the smaller operators that had been acquired.

Photo 6345, by **Colin Lloyd**, added to LTSV on 21/06/2020.

Mercedes-Benz 814 truck L866LOO had started life in 1993 as a curtain-sided box with County Bus and Coach in a white livery with dark green curtains. Seven years later it looked rather different when Colin encountered it again, this time passing Tottenham Garage on 20th March 2000. The curtain-sided body had been modified with fixed sides, and the whole vehicle had been repainted red with no lettering. Behind the truck is the extension to Tottenham Garage, built a few years previously. The date of L866LOO's eventual withdrawal is not known, but was probably in about 2005.

Photo 6346, by **James Mair**, added to LTSV on 21/06/2020.

Information on bus company service vehicles through the 1990s and 2000s is a bit sketchy. The privatised companies were not inclined to make lists publicly available, and few people seem to have been interested anyway. There was also the issue that many of the vehicles were operated anonymously. A list from Metroline was eventually obtained and this showed that they had operated a couple of batches of Peugeot 106 cars in the late 1990s, at least some of which had Metroline logos on their red livery. James Mair was one of a small number of people who made a point of photographing any service vehicles they came across, and his photo of P972HEW (new in November 1996) was taken at Northolt bus stand. In the background is one of the pioneering LLW class (the first low-floor bus to be used in London) and a Carlyle-bodied Dennis Dart in Metroline red/blue livery.

Photo 6347, by **Malcolm Conway**, added to LTSV on 05/07/2020.

MAN TGM demountable lorry WU67AJY was caught on New North in Hainault back on 2nd January 2020. It was carrying a curtain-sided body, most likely DB15. Since last being shown (in October 2018 – see photo 5803) this body has lost the Tube Lines logos on the sides but has gained some metal chequer plating on the front end. It has also evidently had a bump, with slight damage to the top nearside corner evident.

Photo 6348, by **Malcolm Conway**, added to LTSV on 05/07/2020.

Here's another photo taken before the Coronavirus lockdown. National Express coach services were reduced from late March 2020 then completely suspended in early April. This led to the closure of Victoria Coach Station, though a reduced service was reinstated from 1st July. Seen at Victoria on 1st March 2020 was a DAF XF recovery truck that was latterly used by Sovereign Recovery. As can be seen, all company-specific lettering (company name, telephone number, web address and fleetnumber) had been removed, though the livery was otherwise unaltered. I was going to say that the new operator of this vehicle is not known, but I have just noticed that the driver (crouching beside the front of the Caetano Levante coach) has a jacket bearing the logo of J&A recovery, as seen on their CS02REC (see photo 6156).

Photo 6349, by **Malcolm Conway**, added to LTSV on 05/07/2020.

Malcolm saw several Ford Transit vans passing through Gants Hill on 13th June 2020, and managed to photograph three of them. Best of the bunch was this view of high-roof Mk8 8412F. Although the vehicle allocation information on this website is rather approximate (being based solely on reported sightings), it is interesting to note that this van is nominally based at Acton Works while the other two seen came from Hainault and Stratford Market.



Photo 6350, by **Steve Warman**, added to LTSV on 05/07/2020.

About half of the expected 46 VW Crafter Incident Response Unit vans for LBSL had entered service before the Coronavirus lockdown in March 2020. One of these was 9073VW, seen parked at Uxbridge Bus Station on 16th June.



Photo 6351, by **Derek Everson**, added to LTSV on 05/07/2020.

A fine view of London Sovereign Ford Fiesta van LS15CZY, seen in storage at Twickenham Garage on 23rd June 2020. Latterly based at Harrow Garage, it had no doubt been replaced by the large delivery of new Dacia Sandero cars at the turn of the year. Officially renumbered from FF24 to FF75024 in 2016, it evidently retained its original fleetnumber throughout. Note the missing wheeltrim, a seemingly standard feature of many crew ferry service vehicles!



Photo 6352, by **Derek Everson**, added to LTSV on 05/07/2020.

Derek found this previously unreported van parked at Abellio's Battersea garage on 23rd June 2020. MJ17LKK is a Citroen Dispatch van with full lettering and fleetnumber 6906. It was presumably acquired second-hand, though it is very similar to three vans bought new in 2019 and numbered 6901 to 6903 - reports of anything carrying numbers 6904 or 6905 would be welcomed! Two differences are that the new vans had a green stripe and 'Engineering Support' lettering, while 6906 has an orange stripe and 'Technical Engineering Support' lettering. I have also just noticed that 6906 appears to be slightly longer than the other vans.



Photo 6353, by **Derek Everson**, added to LTSV on 05/07/2020.

The number of LBSL Incident Response Unit vans at the Volkswagen dealership in Bedfont has gradually been increasing, with more examples having lettering applied but none seemingly being delivered. As of late June 2020, there were sixteen completed vans on site, including 9083VW photographed on the 23rd. Another IRU is visible on the right, while several Transporter and Caddy vans can also be seen. Transporter minibus RK69TWM is potentially of interest. First noted here in plain white in November 2019, it was thought to be a possible service vehicle, given that similar RK69TWL became 9106VW. However, it has remained on site and in unmarked white ever since, suggesting that perhaps it was ordered then cancelled. Even if it does eventually become a service vehicle, it will presumably be re-registered with a '20 numberplate, or perhaps even a '70!

Photo 6354, by **Derek Everson**, added to LTSV on 05/07/2020.

Although the LBSL Crafter vans are accumulating at Bedfont, some other vans have actually been delivered from this dealership recently. A batch of six Volkswagen Caddy Maxi crew vans was noted in unmarked white/blue in March 2020. During June, they were given LUL livery and lettering, becoming 9128VW to 9133VW. As far as I know, these are the first vehicles (apart from the LBSL Incident vans) to have been given livery other than at Acton Works, although as has been seen in the past, the lettering work is undertaken by a contractor anyway. The six Caddy vans were licensed on 22nd June and they seem to have departed over the next few days, whether to Acton or directly to their intended allocations is not yet known. When Derek visited on 23rd June, two of the six were still present, including 9133VW shown here.

Photo 6355, by **Derek Everson**, added to LTSV on 05/07/2020.

The latest additions to the fleet of Incident Response Unit vans for LBSL have taken the fleet numbers up to 9099VW, although a couple of 909x numbers have not yet been seen. Given that the batch started at 9055VW, this would give a total of 45, which is roughly the same as the quantity of Mercedes Sprinter IRUs in use until recently. It is possible that fleet numbers 9100 to 9103 may also be used, to make the batch up to 49. As already mentioned, most of the vans delivered since mid-March 2020 have remained stranded at the Cordwallis dealership in Bedfont. Seen there on 23rd June were 9084VW (with partially taped-over registration number), 9087VW and 9086VW. This trio is quite probably the same three that are visible in the background of the photo of 9131VW taken earlier the same month (see photo 6324).

Photo 6356, by **Malcolm Conway**, added to LTSV on 05/07/2020.

Now to a location not featured on LTSV before, Grange Hill station. Situated right on the Essex/London boundary, the station is the next stop north of Hainault on the Central Line, and the headshunt of Hainault Depot is actually alongside the platforms here. Parked outside the station on 28th June 202 were two Ford Transit vans that had come from the nearby depot. Both are long-wheelbase, high-roof vans, the one nearest the camera being 8406F.

Photo 6357, by **Malcolm Conway**, added to LTSV on 05/07/2020.

8409F was one of two Hainault-based Ford Transit vans found parked at nearby Grange Hill station on 28th June 2020. The original station here was opened by the Great Eastern Railway in 1903, but it was totally rebuilt when the line was transferred to London Transport control in 1948.

Photo 6358, by **Thomas Young**, added to LTSV on 05/07/2020.

I thought it might be worthwhile to show the 'permanent' service vehicle parking area at Plumstead Elizabeth Line depot, since the move of the vehicles to the main car park (see photo 6195) seems to have been very temporary. This photo was taken from White Hart Avenue on 22nd June 2020 and shows the small yard where most of the vehicles are normally to be found. The location is about 50 yards north-east of the main vehicle entrance, as will be shown on the next image. There is a fence here, which makes photographing the vehicles almost impossible. The fence is actually two layers of mesh, which you can only see through from certain angles, and getting up close does not make things any clearer. Present at the time of the photo were three of the Ford Transit crew vans and two Transit dropside trucks (8654F and 8667F, the latter still in LUL white/blue/red). The opposite parking spaces (at the right of this view) and those backing on to the fence usually contain several of the nine Volkswagen Caddy Maxi crew vans allocated to the Elizabeth Line, but none were present on this occasion.


Photo 6359, by **Google**, added to LTSV on 05/07/2020.

This is a view of the Elizabeth Line depot in Plumstead looking north, which I reckon dates from the first half of 2019. There is a quite a lot to mention here so I have annotated the photo. The entire site here was first developed during the construction of the Crossrail lines and tunnels for the Abbey Wood branch. Before that it appears to have just been open ground, although it is notable that the diagonal border of the east edge of the site follows the alignment of a long-since removed railway track into the military facilities at Thamesmead marshes.

Marked A on the photo is the 'Ridgeway', a public foot-/cycle-path that makes use of the raised earthworks covering the Southern Outfall sewer. The path runs from near Plumstead station all the way to Crossness sewage works near the river. It was from this path that I first saw an Elizabeth Line service vehicle in the yard marked B (photo 5856). This yard was created in about 2018 for use by the numerous construction contractor's vehicles, although it was also used to store Elizabeth Line vehicles for a while. In the photo shown here, about a dozen of the vehicles at the top and right edges are actual service vehicles. Marked C is another interesting sight, this being a couple of isolated stretches of railway track. These have been used to store rolling stock that was used in construction trains, pending its removal. At the time of this photo, a blue diesel shunter was parked here.

The location marked D appears to be the 'permanent' place for service vehicles to be kept. This yard adjoins White Hart Avenue (the road that runs diagonally across the centre) but, as has been shown in photo 6358, there is a substantial fence hiding it. The road entrance to the depot is at the opposite end of the dark grey building. Location E is the main car park, and often has one or two service vehicles parked in it, although on one occasion I found almost the whole fleet there (see photo 6195). This yard has a less obstructive fence and can be easily viewed from the road, the photo linked having been taken at point F.

The main Elizabeth Line depot is at Old Oak Common, with stabling sidings also at Shenfield. As can be seen, a number of sidings are being laid at Plumstead, so some trains may be kept here. However, the main use seems to be for the maintenance trains. Several of these yellow machines can be seen at point G, and these can also be viewed from the road. The fleet comprises four Robel multi-purpose vehicles (each with a cab), which are used in conjunction with three adapted container wagons, and a 2-unit Linsinger rail milling machine.

	<p>Moving to the bottom of the photo, point H is where the new tracks enter the tunnel, while point I shows the pre-existing North Kent line, served by Southeastern and Thameslink trains between Plumstead and Abbey Wood.</p>
	<p>Photo 6360, by Google, added to LTSV on 05/07/2020.</p> <p>You can now explore locations without leaving home, thanks to the amazing tools provided by Google. Using a combination of Streetview and Maps (including the brilliant 3D function, which was used to capture the image shown here), along with the 'Roll-back' feature in Google Earth (to view comparable historical images), you can see almost as much of a place as you could by actually going there. The image shown here includes both Camberwell and Walworth bus garages and, since there were quite a lot of points I wanted to cover, I have added lettered circles for certain aspects.</p> <p>I grew up a few miles from this location, and I was familiar with the two garages. At the time, it never occurred to me that it was rather odd for London Transport to have two bus garages almost across the road from each other. Camberwell is one of the biggest garages in London, with a current allocation of about 250 buses. You would not realise this from passing it though, as the garage has only a small frontage on Camberwell New Road (point A), and just a small part of the interior can be seen from there. There are two slightly larger entrances at the bottom of Warner Road, but these have been out of use for many years, with the doors closed and cars parked in front of them. Further up Warner Road are the garage offices (head office of the London Central bus company until it was merged with London General), then a section of the garage that has large windows (point B). These are rather high up, and I have a recollection of standing on the crossbar of my dad's bicycle to try and see newly delivered Titan buses inside in about 1982. The area below the windows is now fenced off.</p> <p>Continuing up Warner Road, you come to a large open yard (point C), although this is a relatively new feature. The garage had been extended in 1951 with the opening of a new 'dock unit' for bus maintenance, separated from the main garage by a wide roadway running between Warner Road and Camberwell Station Road. The dock unit was demolished in about 2009, having been replaced by a new engineering section (q.v.), and the space was given over to bus parking. Point D has been added to highlight a very small rectangular extension to the yard. Nestling in the corner of the adjoining new-build flats is a parking space too small for a bus. This seems to be home to one of the driver assessment minibuses (see photo 2958).</p> <p>The road from this point back down to Camberwell New Road is called Camberwell Station Road, which begs the question as to where Camberwell Station actually is! The railway lines visible are the ones between Loughborough Junction and Elephant and Castle, now busy with the intensive Thameslink service. A station here was built when the line opened in 1862, but it was closed as early as 1916. Its location can be discerned by the widened gap between the two pairs of tracks, this being where the island platform was. The station building is in fact still present, between the two trees just above point C, though it has been considerably adapted for subsequent uses. There have been calls in recent years for a new station to be provided to serve Camberwell, but nothing has come of this as yet.</p> <p>The building marked F is not in fact part of the garage. This is a Royal Mail delivery office, with a vehicle yard on one side and a small car park on the other. Continuing back down Camberwell Station Road, you will come to Station Terrace, a stubby little road just 20 or so metres long. In the view above it is hidden by the tree in the gap in the houses opposite the diagonal railway</p>

overbridge. Station Terrace used to lead to a large triangular yard (at the location of point E), which was used for staff car parking and also sometimes for buses. When the dock unit was demolished in about 2009, it was replaced by a new extension to the main garage, this being the large building at point E. A small yard has been retained, which includes a narrow extension around the side of the new building. Three bus-sized doorways give access to the new engineering building (as seen in the background of this 2018 photo), although it is presumed there is also vehicle access from within the original garage building. By the way, there was an open day at Camberwell garage in 2015 but I seem to recall that much of the garage interior was out of bounds to visitors. Finally we come back to Camberwell New Road at point I, although that is an item on the next part of this itinerary!

The garage currently known as Walworth started out as Camberwell Tram Depot, and was of a curious layout, with two sheds (each with a traverser) set at about 30 degrees angle to each other, and with access to Camberwell New Road and Camberwell Road respectively, although a curiously snaking connecting track was built at some point, while a substation was situated between the two sheds. With the run-down of trams in London, a replacement bus garage was planned. The trams finished in October 1951, though construction of the new bus garage was not completed until 1954, buses having been parked on nearby spare land for a while.

The new garage featured a single main shed, retaining access from both sides. That from Camberwell Road was treated as the entrance, and still featured the dog-leg turn of the tram depot (point G). A small pits area was included (point H), most heavy maintenance being undertaken over the road at Camberwell Garage. The road on this side of the garage is Medlar Street, and there is in fact an access point into the garage just above point H. This appears to have originally had a bus-sized doorway, though it has more recently been reduced to just a pedestrian doorway. There is a tiny yard between the two angled buildings, and some vans have been seen parked here on Google Streetview. Signs on the fence of this yard suggest it is part of the garage property, but it is not known if the vans were service vehicles.

Vehicles leave Walworth garage by the roadway onto Camberwell New Road (point I), this originally having been flanked by two garage office blocks. The building adjacent to the railway viaduct was demolished some years ago and the space given over to bus parking (including use of the viaduct arches). Walworth garage was closed by London Transport in 1985, although it was soon returned to use by various other operators. This caption is getting too long to cover this aspect in detail so I will conclude by saying that Walworth is currently operated by Abellio and is now home to a batch of Caetano e.City Gold electric single-deck buses for use on routes C10 and P5.



Photo 6361, by **Google**, added to LTSV on 05/07/2020.

This image is similar to the previous one, in that it covers more than one LTSV 'location' and also the site of a long-closed railway station. This is Tufnell Park, looking almost due west. The large building at the centre is Bush Industrial Estate, part of which is now used by LUL's power supply section (marked A), with around a dozen service vehicles normally to be found parked outside (it is not believed any vehicles are kept inside the building). The estate is located on Station Road, which runs from Junction Road (near the overbridge at the top left corner of this image). Station Road continues round the end of the industrial estate (where the numerous red Post Office vans are parked) then finishes at a dead-end beside the railway line. Talking of the railway line, this is the 'South Tottenham' line, now used by Overground trains between Gospel Oak and Barking, and also by many freight trains. There was a station here (named Junction Road) until 1943, while there was also a freight yard (Tufnell Park Goods) until 1968, more or less where the industrial estate is now.

As for the other locations visible, the large building marked B is Holloway bus garage. The Pemberton Terrace entrance is upper centre, alongside which is the ramp down to the outside yard (marked C). The large blue door in the garage wall is at the inside floor level. The yard at track-level is mainly used for staff car parking, but it is not unusual to find a number of buses parked here. This location was also used by LUL's cleaning services department from about 1992, as seen in photo 4706. This followed the closure of Junction Road (q.v.) but only seems to have lasted a few years.

Finally, marked D on this image is the location of Junction Road depot, a small location used by LT/LUL up to about 1992. The building on which the letter D has been placed was only built in about 2008, replacing an earlier commercial building. The LT location was in any case below this, nearer to track level and accessed by a ramp down from Junction Road itself. The lower buildings remain and are now used as a Shaolin Temple!

Comment by *John Marshall* on 18/07/2020: In the 1960s, Junction Road was the site of Works & Buildings area sub-office. I was there for about a month doing research.



Photo 6362, by **Derek Everson**, added to LTSV on 05/08/2020.

RATP-Dev has two Ford Transit Connect Mk2 vans, new in 2015 and allocated fleetnumbers FC1 and FC2 (changed to FC70021 and FC70022 in 2016). However, both vans have remained in unmarked red livery, which possibly accounts for the very few sightings that have been reported. One or both of the vans can often be found parked at the former NSL garage in Twickenham, as seen by this view of FC70021 there on 11th June 2020.

Photo 6363, by **Ray Monk**, added to LTSV on 05/08/2020.

Twenty-three of LBSL's new Volkswagen Crafter Incident Response Unit vans were delivered in February 2020 and thus had '69 registration numbers. Delivery of the remainder was expected to take place in March and April, with these getting '20 registrations. In the event, only three '20-reg vans were received before the imposition of the lockdown as a result of the Coronavirus pandemic. Of these three, 9069VW was sent to Eltham Bus Station, where it was photographed on 3rd July 2020. The IRUs were not delivered in strictly numerical order, hence the van behind arrived earlier but has a higher fleetnumber (9076VW).

Photo 6364, by **Peter Hulse**, added to LTSV on 05/08/2020.

An incident on the Victoria line on the morning of 6th July 2020 resulted in the attendance to Finsbury Park of two Emergency Response Unit tenders. This fine view of TfL-liveried 2606 shows the extra brandings applied to the roller shutter doors, believed to be in connection with its participation in the Lord Mayor's Show in November 2019 (see photo 6103). The other tender present was BTP-liveried 2612.

Photo 6365, by **Derek Everson**, added to LTSV on 05/08/2020.

8738F is numerically the first of a large batch of 22 Ford Transit Custom crew vans delivered in spring 2019 for use by LUL's Lifts and Escalators department. I have given it the nominal allocation of Frank Pick House in Acton, but vehicles from this section can also be found at Griffith House and the neighbouring Edgware Road Station. 8738F was seen at the latter location very early on 7th July 2020.

Photo 6366, by **Derek Everson**, added to LTSV on 05/08/2020.

The six new Volkswagen Caddy Maxi crew vans which were dispatched from the Bedfont dealership in late June 2020 seem to have been spread far and wide, with three appearing in today's photos, each at a different location. First up is 9128VW (numerically the first of the batch), found parked at Edgware Road Station on 7th July 2020.

Photo 6367, by **Derek Everson**, added to LTSV on 05/08/2020.

Derek is obviously a morning person, and several of these photos were taken soon after sunrise, when most of us were still tucked up in bed. An interesting find at Allsop Place (Baker Street) on 7th July 2020 was Volkswagen Transporter 8517VW. New in October 2017, this long-wheelbase crew van was based at Stratford Market Depot and was consequently seen mostly at night. I don't recall seeing Stratford vehicles at Baker Street before so perhaps it had recently changed users.

Photo 6368, by **Derek Everson**, added to LTSV on 05/08/2020.

The quantity of new LBSL Incident Response Unit parked up at the Bedfont dealership grew from seven in May 2020 to nineteen by early July. The most recent arrivals (9093/94/95/98VW) gave a complete batch number range of 9055-9099VW (45 vehicles). It seems likely that this will be the final total, although fleetnumbers 9100 to 9103 remain unclaimed at present, so there could potentially be another four IRUs on the way. Derek paid another visit to Bedfont on 7th July 2020 and photographed 9095VW in the yard. Similar 9083VW on the left had been here since mid-March.

Photo 6369, by **Colin Smith**, added to LTSV on 05/08/2020.

The second of six new Volkswagen Caddy Maxi crew vans delivered in June 2020 was 9129VW, and on 9th July this was found parked at Lillie Bridge Depot.

Photo 6370, by **Ray Monk**, added to LTSV on 05/08/2020.

The small Ford Transit Courier model was introduced in 2014, since when a total of 33 have featured in the main service vehicle fleet. They were not all in stock at the same time though. For example, the first 10 (7964F to 7973F) were for use by the Lifts and Escalators section and were replaced in 2019 by nine similar vans numbered 8764F to 8772F. I have allocated all of these to Acton, Frank Pick House, though in reality only a couple have actually been seen there. 8765F was new in July 2019 but was not seen again until Ray found it parked outside a house in Eltham on 10th July 2020.

Photo 6371, by **Lee Thatcher**, added to LTSV on 05/08/2020.

London United received nine high-roof Ford Transit vans for garage engineer's use in May 2012. Three have been withdrawn over the past couple of years, perhaps as a result of accident damage, and it now looks like the remainder will be replaced very soon (q.v.). This photo shows FT70006 departing from Hammersmith Bus Station on 11th July 2020 and shows a previously unreported change. EK12OLB was unique among the batch in being in plain red, with just small FT6 fleetnumbers for identification. As such it was believed to be for head office use rather than any particular garage. Following the withdrawal of similar FT70005 (originally FT5) in 2019, FT6 appears to have been transferred to Stamford Brook for engineering use. In connection with this, it gained company lettering, new fleetnumber FT70006 and also a light-bar on the roof and small lights on the front grille. It can be recognised from the other vans in the batch by having Buses roundels, smaller company lettering, larger fleetnumbers and a low-profile, LED light-bar.

Photo 6372, by **Ray Monk**, added to LTSV on 05/08/2020.

The Spanish company Seat has never been very well represented in the service vehicle fleets. Abellio and Arriva the Shires between them mustered six cars, though all were withdrawn by 2018. More recently Arriva London's Dartford garage has acquired a taste for the make. Four Leon hatchback cars were delivered around the end of 2019, three of which carried Arriva fleetnames (without the usual accompanying logo). This is seen on DA69OZF at Eltham Bus Station on 13th July 2020. Two very similar Seat Ibiza cars in gold livery had arrived earlier in 2019 but have not been noted recently and they may have migrated across the river to the Grays operation.

Photo 6373, by **Derek Everson**, added to LTSV on 05/08/2020.

An unexpected find was a pair of service vehicles parked at Bow Road Station on 14th July 2020. As far as I know, this location has not had an allocation of vehicles for many years, and it remains to be seen if these are based here or were just visiting. It is notable that neither vehicle has been seen elsewhere. In the case of VW Caddy Maxi crew van 9133VW in front, that is perhaps understandable, as this is another of the six vans that had only been delivered in June 2020. Ford Transit dropside truck 8847F however had been new in November 2019 and had not previously been seen by anyone.

Bow Road Station has a single building and a small, triangular yard, reached by a long access road running from Wellington Way. The station platforms are at sub-surface level, and the tracks are parallel to the vehicles seen here, behind and below the wall. The light blue structure visible in the background is the bridge carrying Mornington Grove over the railway. The Works and Building department was the main user of this location, with cleaning services and vending services also operating from here at times. However, it has been suggested that the cleaning services actually used a different (but nearby) premises.

Photo 6374, by **Derek Everson**, added to LTSV on 05/08/2020.

Though 23 of the new Volkswagen Incident Response units were delivered and put into service before the COVID-19 lockdown, they were not spread evenly around London. Of the main locations used, Eltham got five of the new vans and Morden four, each representing over half of the vans allocated. Turnpike Lane however only got one (9058VW), meaning that the allocation there is still dominated by the previous generation of Mercedes-Benz Sprinters. Seven of the red vans (and the sole white one) were present when Derek visited on 14th July 2020, this view showing a neat line-up of (left to right) 7877M, 7868M, 7865M and 7850M. 7850M and 7877M had been based here for most of their 5-year lives, while 7868M seemed to float around all over the place, perhaps being a 'cover' vehicle. 7865M was a Stratford City resident until replaced by new Crafter vans in February.

Photo 6375, by **Derek Everson**, added to LTSV on 05/08/2020.

Parked at the south end of Turnpike Lane bus station on 14th July 2020 were two more of the Mercedes-Benz Sprinter IRU vans. 7843M (nearest the camera and with some flaking chevrons) was resident here from new in May 2015, while 7875M in the background had been an Uxbridge vehicle, moving to Acton in March following receipt of new VW Crafters. It was presumably slated for disposal but had to be retained following the delay in delivery of further VWs. Along with several other Sprinters, it was re-taxed for one more six-month stint in April.

Photo 6376, by **London Spotter**, added to LTSV on 05/08/2020.

Finsbury Park bus station has two IRU vans, both of which are now white-based Volkswagen Crafters. The two vans are very rarely seen together, the normal situation being for one to be parked on each side of the railway. Parked on the Station Place side on 15th July 2020 was 9077VW.

Photo 6377, by **London Spotter**, added to LTSV on 05/08/2020.

The TfL Technology and Data van (Ford Transit Connect 8688F) has been noted at a handful of rather disparate locations this year. On 15th July 2020 it parked up for just a few minutes at Finsbury Park bus station and luckily one of our reporters was on hand to capture this excellent view. The exact role of this vehicle is still unclear,

Photo 6378, by **Bob Milner**, added to LTSV on 05/08/2020.

Finchley Central station is a good location to find service vehicles. Not only does it have a reasonable allocation (about 12 vehicles) but most can normally be viewed quite easily. Indeed a couple of vehicles are normally parked outside the small compound, making photography straightforward. Bob found VW Caddy Maxi crew van 8969VW and Toyota Prius car 8972T outside on 26th July 2020, both having been new the previous autumn.

Photo 6379, by **Lee Thatcher**, added to LTSV on 05/08/2020.

I did not publish any photos of Abellio Ford Fiesta cars last month, for which I apologise. To make amends, here is a fine view of their AO13KKB at Hatton Cross bus station on 31st July 2020. You can tell that this car is used as a crew ferry because it is missing some of the wheeltrims! It looks like the nearside passenger door has been a bit dented too. The fleetnumber (6807) is carried on the bonnet, while also on the bonnet (near the windscreen) is the remains of some other lettering, perhaps a route allocation like the ones on GN13MUO and GJ13SRX. Parked alongside is Ford Transit 'rest vehicle' YS55NHH.

Photo 6380, by **Lee Thatcher**, added to LTSV on 05/08/2020.

Lee decided to call in to Hounslow Heath Garage on his way home on 31st July 2020, and I'm glad he did because look what he found! Parked at the back of the yard were at least eight newly-delivered Renault Master vans. All apart from one seemed to have light-bars and to be in livery of red with yellow chevrons on the rear and Buses roundels on the sides. There is also company lettering, which appears to be very similar to that on older FT70006 (see photo 6371). The exception is the van at the far left, which we now know to be MF20RZE. This was in plain red and had no light-bar. I suspect that these vans will be allocated to each of the group's garages, with MF20RZE perhaps being retained for head-office use or spare cover.

Also visible in this view are an unmarked white Volkswagen Crafter van (EK19SVZ, user unknown) and a Cateano Levante coach in National Express livery (BX65WDF, operator also unknown). There are two ironies about the presence of this coach. First is that RATP-Dev ran similar vehicles on some National Express contracts until 2018 (when the United Motorcoaches operation was wound up). Second is that BX65WDF was new to Epsom Coaches (now part of RATP-Dev) as their EP02, passing later to Bournemouth as fleetnumber 350.

Photo 6381, by **Derek Everson**, added to LTSV on 05/08/2020.

Derek paid a visit to Hounslow Heath garage on 4th August 2020 and found that there were no fewer than twelve new Renault Master vans present at the back of the yard. There have been no new Renault Master service vehicles for a few years, and the model has undergone another of its periodic revamps. The appearance is quite distinctive but the grille trim makes me think of a mad grin as on a clown or The Joker! The vans were all high-roof versions and, as on some other models, this results in a somewhat 'bolted-on' appearance of the roof. Although not clear in this view, the side lettering is currently limited to 'Engineering Support' with 'RATP Group' beneath and a Buses roundel towards the rear. There is no mention of the individual operators (e.g. London United, London Sovereign etc), and there are no fleetnumbers, though either or both may be added when the vans enter service.

Photo 6382, by **Lloyd Penfold**, added to LTSV on 14/09/2020.

Visitors with long memories may recall that back in 2012 I pondered what had happened to AEC Mercury Tower wagon 89Q between its disposal by LT in 1962 and its later restoration as part of the LT Museum fleet (see photo 3872). Well, I was recently contacted by Lloyd Penfold who told me he had discovered the former 89Q in a yard in Worcester and that he had bought it. He could not recall the date of this but I suspect it was in the 1970s or early 1980s. As his photo shows, the vehicle had been modified to serve as a recovery vehicle with A F Tansell of Worcester. The main bodywork appears unchanged but new valances had been fitted around the rear, and there was presumably some sort of crane where the tower was originally fitted. Lloyd later sold the vehicle on to another enthusiast, and it eventually wound up in the LT Museum collection. As the photo linked above shows, it was being restored to original condition by 1985.

Photo 6383, by **Philip Hambling**, added to LTSV on 14/09/2020.

Several of Phil Hambling's service vehicle photos from the 1980s have already appeared on LTSV, some of which came via Colin Lloyd. Phil has recently been supplying quite a lot of additional photos from this era and I will be adding these gradually over the next few months. First up is a view of one of the 27 Dodge Commando lorries bought by London Transport in the early 1980s. These were all in grey livery but there was quite a variety of body types, lengths and cab-front designs. 2306D was a box truck with tail-lift and crew cab, featuring the earlier design of front grille. Delivered in November 1981, by February 1987 (when it was photographed parked outside Golders Green Station) it had gained the twin pin-stripe livery enhancement, with blue roundels and Distribution Services lettering. The hatches in the front of the box body would allow the loading of some over-length items such as ladders.



Photo 6384, by **Philip Hambling**, added to LTSV on 14/09/2020.

From 1977 until 1988, London Transport took several batches of Sherpa vans as alternates to the more numerous Ford Transit and Bedford CF types. The largest single batch was of 20 leased in late-1983/early-1984 and numbered as 3150L to 3169L. The L suffix betrays the fact that the design was from the Leyland stable, although by this time the vans were being badged as Freight Rovers. Most of this batch were grey (a couple were in red), and the majority were used by the Cleaning Services department, replacing similar vans from 1978. One of the exceptions was 3168L, allocated to LT Catering and photographed at Allsop Place (behind Baker Street Station) in May 1986. The location is disguised by the building work but note the distinctive manhole cover, this also being visible in more recent photos such as one from 2013. Most of the vans lasted for just under 4 years.



Photo 6385, by **Philip Hambling**, added to LTSV on 14/09/2020.

While the Cleaning Services department liked the Leyland Sherpa, the Publicity section had a marked preference for the Bedford CF model. Other departments also used this type, but Publicity had three generations, with owned CF vans new in 1977/1978 being replaced by leased CF2s (with black grilles and Bristol MHY/Y registrations) in 1982/1983 and these replaced by more CF2s (with grey grilles and Newcastle D/YBB regs) in 1987. All of the vans were red, and the third generation was notable for not carrying their fleetnumbers. Stockwell Garage had a publicity office in its entrance roadway and several vans could usually be found parked outside. This photograph from February 1988 shows 3433B flanked by graffitied 3431B and a Ford Escort van. Withdrawn just over thirty years ago in August 1990, this particular van has recently been found to still exist. In fact it has been restored in London Transport Advertising livery (similar to that seen on 3434B but with some non-authentic alterations) and was rallied at Kames Car Show in Scotland in August 2020. A photo can be found at <https://autosHITE.com/topic/42098-kames-car-show-2020-spottages/> (scroll down to the 13th photo). Thanks to Adam for the heads-up.



Photo 6386, by **Philip Hambling**, added to LTSV on 14/09/2020.

I do like photos which show a bit of context in addition to the vehicle itself, particularly for older views. Some things which seemed familiar at the time now look decidedly odd. Take this view of Bedford Astra van 3458B parked outside Manor House in November 1988. The first thing I noticed was the bright yellow British Telecomm Bedford HA van parked behind. I used to see these all the time but... Anyway, then I looked at the bus, a Bristol VRT belonging to Eastern National and most likely being used on route 359. How strange it seems now to use green and yellow, single-doored buses in service in London. Route 359 had only been introduced in 1986, to replace the northern section of route 259, and it was to disappear again in 1994. I suppose I should say something about the service vehicle! 3458B was new in December 1986 and was one of several large batches of Bedford/Vauxhall Astras leased through the 1980s for use as inspector's cars. Most were fitted with illuminated roof-roundels, these being passed down from one generation to the next. This was one of several allocated to the big north London garages (Tottenham and Wood Green), which meant there was little chance of confusing it with consecutively numbered 3459B, which had a similar reg D991HNG but was based in the south west.



Photo 6387, by **Philip Hambling**, added to LTSV on 14/09/2020.

Two service vehicles were found at Dartford Garage in January 1988. The main subject is an AEC recovery truck fitted with an 'Ergomatic' cab, though the actual model has been quoted as both a Mercury and a Matador. Two such vehicles were bought by London Country Bus Services from International Wreckers in 1976 and given the fleetnumbers M1 and M2 and a yellow livery. The vehicle shown here was M2 and was new in either 1969 or 1971, depending on the source. Registration number WYC736H was also quoted (which would suggest the 1969 date was correct), though the vehicle was normally used on trade plates. When LCBS was split up in 1986, M2 passed to London Country South East, which was soon renamed Kentishbus. The traditional green livery was replaced by a modern cream and maroon scheme, and all the vehicles and routes were renumbered. M2 was repainted and became 932 (the number is just visible in black lettering on the maroon band on the driver's door). Changes in trade plate legislation saw the vehicle given a new 'dateless' registration Q894JKO. 932 lasted until at least 1993 but was presumably withdrawn not long after that. Lurking in the shadows is Ford Cargo dropside lorry FCD243X, still in LCBS green but with a Kentishbus cream panel applied to the front. This had been LCBS 46F (new in 1981), was renumbered 921 by Kentishbus and was also withdrawn by the mid-1990s.

The fact that these two vehicles require five vehicle details links between them highlights something of a flaw in the design of this website. Each vehicle entry can only have one set of details (owner, reg, number, livery etc). So, when significant details change, an additional entry has to be made. Because of this, the AEC has an entry as LCBS M2, another as Kentishbus WYC736H and a third as Kentishbus Q894JKO. Similarly the Ford has an entry under both LCBS and Kentishbus. This is not really a problem with photographs but it does mean that sightings and notes (which only link to one vehicle ID) can be spread around rather than combined. This is something I will be looking into when designing the next version of this site.

Comment by *Ray* on 15/09/2020: DVLA currently shows WYC736H as live on a 1/10/1969 2850cc AEC in red



Photo 6388, by **Gareth Perkins**, added to LTSV on 14/09/2020.

This photo is not what it seems! Ford Transit van EA63VUE is in Go-Ahead red livery, with a Buses roundel and SW garage code. However, it was actually photographed in Clacton (on 27th July 2020), attending to a plain blue Dennis Dart SLF bus belonging to Hedingham. Hedingham was a long-standing independent operator running services in north Essex and Suffolk. It was eventually taken over by Go-Ahead in 2012. The Ford van had presumably been transferred here in 2019 following replacement by new EF19HFR and had yet to have its livery updated. I thought the bus had a London connection too, the SN03xxx registration and 285 fleetnumber both making me think of Metrobus. However, it had in fact been new to Solent Blue Line/Bluestar, or whatever the Hampshire operations were being called in 2003!

Photo 6389, by **Derek Everson**, added to LTSV on 14/09/2020.

Of the three 20-reg Incident Response Units that managed to get delivered before the COVID lockdown came into effect, 9069VW was at Eltham Bus Station in early July but had moved on to Aldgate by August. It was photographed there on the 11th in the company of similar 9067VW and TfL Private Hire VW Transporter minibus 8598VW. It will be odd to not see any red service vehicles at locations such as this in the future.

Photo 6390, by **Derek Everson**, added to LTSV on 14/09/2020.

Most of the nineteen VW Crafter vans gathered at the Cordwallis dealership in Bedfont remained there into September 2020. Seen on 18th August was the numerically last of the batch, 9099VW. When I saw that part of the registration number had been taped over I wondered if the original marks had been voided and were to be replaced by new '70 registration numbers. However, the vans had all actually been licensed as well as plated, ten in March and the last nine in June.

Photo 6391, by **Derek Everson**, added to LTSV on 14/09/2020.

Derek visited Metrolines's CELF works in Perivale on 18th August 2020, and found this new Ford Transit Connect Mk2 van parked outside. AV20BZS has the facelifted front end design and had already gained a light-bar and full set of lettering.

Photo 6392, by **Derek Everson**, added to LTSV on 14/09/2020.

Parked near to new AV20BZS at Metrolines's Perivale CELF on 18th August 2020 were two similar but older vans. AY15LHK and AY15LHR were both new in spring 2015 and while LHK had been based at Willesden Junction garage, the allocation of LHR was uncertain due to a relative lack of sightings and/or photographs. Their presence at the CELF suggested that they had recently been replaced by newer vans, and indeed some more 20-reg Transit Connects were found a couple of weeks later (photos next time).

Photo 6393, by **Ray Monk**, added to LTSV on 14/09/2020.

It's been a couple of months since the last new photos from Acton Works. On a visit on 22nd August 2020, Ray found several recently-delivered vehicles, including three Nissan Leaf cars in the front car park. All were in TfL white/blue livery, and their numbering suggested that a fourth should also be expected. Nearest to the security hut was 9100N. The appearance of this fleetnumber does confirm that the batch of Incident Response Unit vans for LBSL will total just 45, numbered 9055VW to 9099VW.

Comment by *David C* on 27/03/2021: Just awaiting to be collected for Eltham to replace KE14FJO.

Photo 6394, by **Ray Monk**, added to LTSV on 14/09/2020.

Another of the TfL Nissan Leaf electric cars in the car park at Acton Works on 22nd August 2020 was 9102N. The cars do not have light-bars but seem likely to be replacements for the four remaining LL14VK- registered Toyota Yaris cars (which do have light-bars). Parked alongside was LUL VW Caddy Maxi crew van 8909VW with 'Failure Response Unit' papers in the windscreen, while beyond that was rare Toyota Prius+ hybrid car 8692T, latterly based at Wembley Park Station.

Photo 6395, by **Ray Monk**, added to LTSV on 14/09/2020.

The restrictions imposed to try and combat the COVID-19 pandemic affected not only the delivery of new vehicles but also the disposal of older ones. Seen at Acton Works on 22nd August 2020 were a couple of vehicles which are probably on the way out. 8101F is one of eight Ford Transit Courier Kombi crew vans leased in late 2015 and which were mainly based at Lillie Bridge. Their role seems to have changed at some point, with several becoming very elusive and others being moved to other locations. 8101F had not been reported since December 2017 and had perhaps spent the past couple of years at one of the more inaccessible SV locations. Parked in the background is Ford Transit van 8115F, one of seven which carried 'Pointcare' lettering and were based at Arnos Grove. Four of the batch were sold in March, just as lockdown was starting, and it is believed the other three were also taken out of use at the time but were 'trapped' at Acton. 8112F was also present. At least four replacement vans were licensed in March 2020 but their delivery was also delayed, the first being seen at Arnos Grove in July.

Photo 6396, by **Ray Monk**, added to LTSV on 14/09/2020.

Three new Ford Transits were found in Acton Works on 22nd August 2020. Two were Custom vans numbered in the 9xxx series, while the third was a Mk8 with the surprisingly low fleetnumber of 8786F. Vehicles in the 87xx range started arriving in autumn 2018, with most numbers used by mid-2019. There were some stragglers in the form of six Transit dropsides in autumn 2019 and two Custom vans for Trams in February 2020. It is not clear why this seemingly-standard Transit van had such a long lead time, but it is neat to have another block of 100 numbers completed. In fact, all numbers between 8553 and 8844 have now been used, and there is still a chance that 8845 will appear.

Photo 6397, by **Ray Monk**, added to LTSV on 14/09/2020.

Seen at Acton Works on 22nd August 2020, just four days after it was first licensed, Ford Transit Custom van LL20UYA had already been given full Trams livery along with fleetnumber 9109F. The Trams service vehicle fleet seems to be growing at present, with about 20 vehicles current.

Photo 6398, by **Ray Monk**, added to LTSV on 14/09/2020.

Following the departure of the cleaning van (6527F) and the last of the old facilities vans (6517F) in the first half of 2020, just one vehicle from the 6xxx fleetnumber range remained. Unfortunately it is one that does not actually carry its number! 6987F was an Ashwoods hybrid conversion of a Ford Transit crew van, delivered in overall white in July 2010 for the part of TfL that took over the role of the Public Carriage Office (see photo 3361). In about 2016 the livery was changed to the new variant for this department, comprising a blue skirt topped with a lilac stripe. Being a little over ten years old, it was no doubt awaiting disposal when seen at Acton Works on 22nd August 2020, this view being the first photo to clearly show its 'new' livery. What replaced this van is not yet known, although Ford Transit crew van 8863F is reported to be in a similar TfL livery.

Photo 6399, by **Ray Monk**, added to LTSV on 14/09/2020.

The nineteen Incident Response Units that had spent several months parked up at the Volkswagen dealership in Bedfont were said to be due for delivery in August 2020, though in the event it seems that only three actually made it that month. 9088/89/90VW were absent when Bedfont was visited on 18th August, and 9089VW was photographed at Acton Works four days later on the 22nd (9088VW was seen in the same place a week later). Alongside is similar 9081VW, from the batch delivered in February, while almost hidden behind that is Mercedes Sprinter 7867M, parked here in unmarked red since at least March (see photo 6213). Although this part of the works is mainly used by LBSL vehicles, the new 'cleaning' van 9141F is also kept here, recognisable by its additional side lettering (see photo 6229).

Photo 6400, by **Ray Monk**, added to LTSV on 14/09/2020.

The new Renault Master vans delivered to RATP-Dev's Hounslow Heath Garage on the last day of July 2020 were still present over three weeks later on 22nd August. Interestingly they had now gained fleetnumbers, although only those parked at the front of each line could be seen. Based on these, it looks as though the batch has been numbered as R70030 to R70041 in registration number order. Just visible on the right is Volkswagen Crafter van EK19SVZ in plain white. This was also here three weeks earlier and hence could probably be added as an RATP vehicle. Given that it might be a hire and due for replacement by the new Renaults, I will hold fire unless any further sightings are reported.

Photo 6401, by **Ray Monk**, added to LTSV on 14/09/2020.

Go-Ahead London's Plough Lane garage is typical of many 'modern' bus operating bases in that it is somewhat off the beaten track. Located at the end of Waterside Way (this being the name that Go-Ahead use for the base), it is in an industrial area squeezed between a cemetery and a railway line. It is also quite small, with an allocation of about 40 buses (all single-deck) and a couple of crew ferry vehicles. Perhaps unsurprisingly, it is not visited very often by LTSV contributors! Ray called in on 22nd August 2020 and found three SVs present. Ford Transit Connect crew van EU16KXR has been here for a few years, but had never been photographed before. The white Mercedes Vito minibus beyond is RJ62ZHB, but we are not sure if this vehicle is still current. Last reported working from Orpington in August 2019, it received a new logbook in February 2020, suggesting that it had been sold. However, I have just noticed that it has since been seen at Go-Ahead's Croydon garage, so perhaps I should un-withdraw it! The third vehicle present was newer Vito minibus RK68GVR in plain red. Latterly at Croydon, it was parked up, out of use and with signs of frontal damage.

Photo 6402, by **Neal Marshall**, added to LTSV on 14/09/2020.

It looks as though a few vehicles were delivered in July and August 2020, after the lockdown restrictions were eased but before our regular visits to Acton Works were allowed to resume. Neal sent in a couple of photos of a Ford Ranger pick-up in Trams white/blue/green livery, seen near Reeves Corner in Croydon on 23rd August 2020. It had been licensed in mid-July and it probably carries a fleetnumber but this was neatly obscured by the wing mirrors in both photos. Neal did well to catch these views though, as they seem to be taken from the top-deck of a pursuing bus. There are a couple of notable points about this vehicle. One, it is not the first Ranger for Trams. They had silver EY57OXH (see photo 3935) for use as an Incident Response Vehicle from before the TfL buy-out of the network in 2008. This seems to have been replaced by an unmarked white Ford Transit van in 2017. Two, the new Ranger has an open back and is fitted with chrome bars (referred to as a 'Sports Bar' as part of the Ranger Limited specification) which seem to serve no purpose (please correct me if you know better). Three, it has no fewer than seven labels/sets of lettering on the rear!

Comment by *Thomas Young* on 24/10/2020: Now known to be numbered 9038F.

Photo 6403, by **Lee Thatcher**, added to LTSV on 14/09/2020.

Until recently, most Abellio service vehicles had been obtained second-hand. A couple of Ford Transits were bought new in 2016 but from 2019 onwards a number of new (or nearly new) Citroen and Peugeot vans have been added, starting a new fleetnumber series in the 69xx range. The Citroen Dispatch and Peugeot Expert are essentially the same design, with detail differences around the front end. The models come in three lengths, of which Abellio now has examples of each. The first long van to be seen (with the same wheelbase as the standard van but an extended rear overhang) was Peugeot Expert MC19XNE, fleetnumber 6907. Based at Fulwell/Twickenham, the van was photographed passing through Richmond on 28th August 2020. All of the vans are white but they have either a green or an orange waist stripe, and there is also some variety in the size and detail of the lettering. Note that this van has yellow applied around the front end. This could be a safety feature, or it could perhaps be related to the COVID situation. A number of trains and aircraft were given yellow 'masks' around their front ends, to promote the fact that passengers had to wear face masks while travelling.

Photo 6404, by **Neal Marshall**, added to LTSV on 14/09/2020.

A couple of years ago I published a photo by Neal Marshall of lots of Norwood's Vauxhall Corsa cars parked up at Thornton Heath garage (see photo 5645). We never quite got to the bottom of why this occurred, but it does still happen. The photo here was taken (by Neal Marshall again) on Monday 31st August 2020 and shows WP66TDX parked up with four similar cars. It is believed that this is in connection with the outstationing of certain Norwood buses to Thornton Heath (or perhaps vice versa) at weekends, although the details are not known. Two other unmarked silver vehicles were also present. Mercedes Vito minibus HX05DZS was a former London Dial-a-Ride vehicle, which may now be in use with Arriva, while Peugeot Expert van F4MLA was likely to be a private vehicle, given that it had a roof-box and a personalised registration.

Photo 6405, by **Les Savine**, added to LTSV on 14/09/2020.

Arriva London's Dartford garage has had a high turnover of crew ferry vehicles over the past few years, many of which were not used for long. More recently, Seat Leon cars have become the most common type, although other models do also appear. First seen in July 2020 was YH19YWW, a Ford Tourneo Custom minibus in unmarked silver. On 1st September 2020 it was photographed at the bus stand in Bexleyheath. In the windscreen is a label with MF2 on, perhaps a local fleetnumber. Below this is text which appears to read Ferry Driver Car. This minibus may have been acquired/hired to enable more social distancing (as per the Abellio minibuses at Southall). In a way I hope it does not stick around. Registration numbers with WW in them usually take up more width in printed lists, and the registration index section of the SUP24 booklet series is particularly tight!

Photo 6406, by **Derek Everson**, added to LTSV on 14/09/2020.

The first '70 registered service vehicle to be reported was this Volkswagen Caddy van, first seen at the Bedfont dealership in plain white on 18th August 2020. By the 1st of September (when this photo was taken) it had been given a blue skirt, together with a roof-rack and light-bar. The latter features are not standard on LUL Caddy vans, which made me think this van may be destined for TfL or Trams. RK70VRW was first licensed on Monday 7th September, and on Saturday the 12th it was found in the car park at Acton Works, now in full Trams white/blue/green livery and with fleetnumber 9164VW (photo next time). Also visible in this photo are six of the 'frozen' LBSL Incident Response Unit vans, several of which also got to Acton by the 12th.

Photo 6407, by **Philip Hambling**, added to LTSV on 04/10/2020.

The Mark 3 version of the Ford Escort was introduced in 1980 and was much more angular than the earlier Mark 1 and 2 designs. Remaining in production throughout the 1980s (latterly as the slightly revised Mark 4), it was one of the best-selling vehicles in Britain, and it saw much use by London Transport, in both car and van formats. Two of the vans were seen coming down Seven Sisters Road in November 1986. They later parked in front of the nearby Manor House offices. There are a couple of interesting aspects to this photo. Firstly, 3319F (nearest the camera) has a chrome strip around the windscreen, which is not present on 3315F following behind. A quick look through my photo collection suggests that 3319F was the only LT Escort to have this feature. 3319F was of course displayed at the Chiswick Works open day in 1985 (see photo 4181). The second point is the bus in the background. Various companies used former LT DM/DMS buses on London sightseeing tours during the 1980s, most of the buses being converted to open top. However, I could not think of a company that had a base in north London. Judging by the traffic, this photo was taken in the morning rush hour, and the bus was most likely making its way into central London to start work on the tour. Using the excellent (but sadly no longer supported) BusView tool from BusData, I found that the bus was former DM1110, sold by LT in September 1985, and acquired in March 1986 by a company called Evencost Ltd., registered at Uffington (near Shrewsbury) but with a licence to operate in London using the fleetname 'London Tour Company'. Four further double-deck buses were added later in 1986 but the company ceased in April 1988. DM1110 passed to Blue Triangle and then London Coaches. It later spent a couple of years in Ireland before returning to England and eventually being scrapped in 2004.

Comment by *Thomas Young* on 05/10/2020: Just two days after publishing this photo (and mentioning BusView), I received an announcement that BusView was being relaunched! It still has the same somewhat clunky interface but the sheer quantity of data more than makes up for this. The database contains details and histories of over 500,000 vehicles, as well as a lot of information about bus companies and other operators. If you are interested in UK buses, this is the program you need. Some service vehicles are also included, particularly minibuses. BusView is only available as an annual subscription service. You download the program and the main database, and the data is updated at regular intervals throughout the year. There is a 7-day free trial period followed by a £60 first-year subscription, rising to £90 per year thereafter. One change that has been made is that the program will no longer work if you do not renew your subscription. With the previous version, you no longer received updated data but you could still use the program. For more details visit <https://www.busdata.co.uk/>.



Photo 6408, by **Philip Hambling**, added to LTSV on 04/10/2020.

This photo has a couple of similarities to the previous one: It shows a red Ford operated by London Transport that has already appeared twice on LTSV. However, in this case there is a good reason for including a third view. 3353F was one just six examples of the early-style P100 pick-up to be leased by LT. Initially allocated to Parsons Green for use by the newly renamed 'LT Builders' department, it was notable for later being repainted cream for use by the Bexleybus 'low-cost' unit (see photo 5325). It was photographed at Stamford Hill garage in August 1987, at which time it carried no lettering. Stamford Hill is in the news at present, Arriva having announced that the garage will be closed operationally in early November 2020, although the premises will be retained for the time being.

The Ford P100 was an interesting design. Making car models available in an open-backed cargo version (often referred to as a 'pick-up') was common in the 1960s but had become rare by the 1980s. The P100 was launched in the UK in 1982, the vehicles being built in South Africa. It had in fact been available there from 1971, badged as the Cortina Pickup, since it used the front half of the Cortina car's chassis and bodywork. The model was replaced in 1988 by a new P100, built in Portugal and using the front half of the Sierra car model. Remaining in production for six years, the revised model proved more popular with London Transport, who leased a total of 17. Indeed 'old' P100 3353F was replaced at Bexleyheath by 'new' P100 3806F in 1990 (see photo 1649).



Photo 6409, by **Philip Hambling**, added to LTSV on 04/10/2020.

The large bundle of photographs recently contributed by Philip Hambling included coverage of the LCBS service vehicle fleet, and also of the former buses used in ancillary roles by both LT and LCBS. London Transport adapted five AEC Swift buses for new roles between 1978 and 1981, including SMS441, which became a mobile recruitment centre. Officially numbered SMD441, it was noted carrying 'hybrid' fleetnumber 441R. Although it only saw a couple of years use, it was retained in stock until 1987, when it was sold to dealer Allco. They sold it on to Hants and Sussex, one of several bus companies owned by Basil Williams. Mr Williams had a penchant for operating certain older types of buses, and he owned at least 20 different former LT Swifts and Merlins at different times. SMD441 was returned to service in May 1987, but the Hants and Sussex operation was sold on to Solent Blue Line just five months later. Solent Blue Line was interesting in itself, having been formed as a new company by Southern Vectis (the former National Bus Company operator on the Isle of Wight) to enable expansion onto the mainland. As this photo taken in Eastleigh in October 1987 shows, some of the Swifts were used by Solent Blue Line for a while (with new fleetnames on the existing liveries) but they were destined not to last long. SMD441 was withdrawn in January 1988 and was bought the following month (along with several other Swifts) by White Heather of Southsea. It lasted here for almost 2 years, later served as a mobile cafe in Kent and seems to have been scrapped in 1994. SMD441 appears to be the only one of the five 'service vehicle' Swifts that returned to passenger service. Some of the others did survive into semi-preservation (as will be covered by further photos soon) but only SMS753 remains today.

Photo 6410, by **Ray Monk**, added to LTSV on 04/10/2020.

There are believed to be just three Mk7 Ford Transit dropside trucks remaining in the central fleet. 7552F from Edgware Track Depot was at Acton Works in August 2020 and has possibly already been disposed of. It is unfortunate that it was not photographed there, as it was probably the last leased vehicle to carry Tube Lines livery. 7589F is recorded as being in plain white with Tramlink, though it has not been noted since September 2019. The third is LUL-liveried 7700F, which has spent most of its life based at Rickmansworth. It was seen parked up at Acton Works in September 2020 (photo here taken on 12th) and was presumed to be on the way out. However, it was then relicensed for a further six months, suggesting that a replacement is not yet available.

Photo 6411, by **Andrew Lidinson**, added to LTSV on 04/10/2020.

Volkswagen Caddy van 7803VW was new in March 2014 and lasted for a little over 4 years. It was based at Stratford Market Depot and was reported quite a few times, but only ever at night (apart from one sighting at Acton Works when it was there for decommissioning). Over two years after that, we finally managed to get a photograph of the van when new contributor Andrew found it parked in Crystal Palace on 25th September 2020. Slightly unusually it retained not only its blue skirt and red stripe but also its fleetnumbers.

Photo 6412, by **Ray Monk**, added to LTSV on 04/10/2020.

Various Ford Transit dropside trucks from Lillie Bridge have been noted at Acton Works over the past month or so, presumably there for disposal. By slightly annoying coincidence, most of the trucks were parked in such a way that good photographs could not be obtained. I have chosen to use this view of 7995F taken on 29th August 2020. Only five Transit dropside had '16 registrations and, although 7995F was the oldest of these, it was also the last to remain. It is not yet clear whether any new trucks have been sent to Lillie Bridge as replacements.

Photo 6413, by **Derek Everson**, added to LTSV on 04/10/2020.

Only four Vauxhall vehicles remain in the central fleet, all being Movano minibuses in white/blue/red livery, although one is with LUL and the other three are used by LBSL Network Development (previously known as Passenger Data). The latter's 8302V was found parked at Hatton Cross Bus Station on 18th August 2020.

Photo 6414, by **Ray Monk**, added to LTSV on 04/10/2020.

TfL Taxi-Private Hire Toyota Yaris car 8690T was based at Eltham Bus Station from new in September 2018. I had yet to get a good photograph of it, but I figured there was no hurry. But then, in spring 2020, the car was moved elsewhere, possibly due to changed requirements following the COVID-19 restrictions. It was seen at Chancel Street (Southwark) in early September but (luckily) returned to Eltham later in the month, being photographed on the 22nd. Ray advises that it was gone again a few days later. Sightings are always useful to track allocations, so if you see this car, please let us know.

Photo 6415, by **Philip Hambling**, added to LTSV on 04/10/2020.

There are three Ford Rangers in the current central fleet, two with LUL and one with Tramlink. Of the LUL pair, 9008F has been seen near Hainault, and this depot does have something of a tradition of usually having one or two 'off-road capable' vehicles on strength. On 3rd September 2020, 9008F was found parked in Basildon. Sister 9009F has only been noted at Acton Works but may also be at Hainault.

Photo 6416, by **John Woolf**, added to LTSV on 04/10/2020.

With restrictions on non-essential travel in place for much of the year, reports and photographs of the new LBSL IRU vans that entered service shortly before the COVID-19 lockdown have been a little sparse. 9082VW was delivered in late February 2020 and was seen at Harrow Bus Station in early March. It was there again on 26th September 2020, when John took this photo. Despite these sightings, I have allocated this van to Uxbridge. Going on past data, the IRUs that are sometimes seen at Harrow are more often reported at Uxbridge, and it is believed that this is their 'home' base.

Photo 6417, by **Bob Milner**, added to LTSV on 04/10/2020.

Something of a surprise was that the new Nissan Leaf electric cars delivered in August 2020 and given TfL white/blue livery have been turning up at bus stations. 9101N was first seen at Walthamstow on 26th September (as shown here), though was later seen at Turnpike Lane along with sister 9102N. Going by allocations over the past few years, Walthamstow does not have any dedicated vehicles but is often visited by vans and cars from Turnpike Lane. The odd aspect is that these cars carry generic TfL livery, previously used mainly for the Streets section. The most recent cars for LBSL carried the LUL-clone white/blue/red livery (see photo 5371). I can speculatively come up with three possible explanations. 1. The Nissans are only here temporarily, pending other deliveries. 2. It has been decided that the 'new' LBSL livery was too much like the LUL livery. 3. It has been decided that cars should be in a generic livery to simplify

	<p>transfer. We shall see...</p> <p>Sorry about the rather odd framing of this photo. It seems that Bob's camera was irresistibly drawn to the HCT Enviro 200 bus in the background!</p>
	<p>Photo 6418, by Ray Monk, added to LTSV on 04/10/2020.</p> <p>Illustrated at Bedfont last month (see photo 6406), Volkswagen Caddy van RK70VRW had made it to Acton Works and been given Trams livery by September 12th 2020 (when it was photographed in the car park). It replaced Renault Kangoo Maxi van 8173R, which was seen in the same location a week later. Also visible are TfL Nissan Leaf car 9102N (soon dispatched to Turnpike Lane) and LUL Toyota Prius+ car 8692T from Wembley Park (which was parked here from at least mid-August).</p>
	<p>Photo 6419, by Ray Monk, added to LTSV on 04/10/2020.</p> <p>Delivered to Acton Works on Friday 11th September 2020, and seen parked in the lorry yard the following day, these two Ford Transits were fitted out as facilities van, with toilets, sinks etc. LUL built up a fleet of about 15 such vehicles between 2007 and 2013, for use at more remote work sites. A change of policy in 2018 saw the quantity reduced to just three, and this new pair seem set to replace them. At the time of the photograph, the new vans were unmarked other than a yellow safety stripe along the sides, and 'Highway Maintenance' lettering on the chevroned rears. They also have tyre pressure markings but in a non-standard red font. It is hoped that the new vans are given proper livery and/or fleetnumbers in due course.</p>
	<p>Photo 6420, by Bob Milner, added to LTSV on 04/10/2020.</p> <p>Metrolink has been receiving a batch of new Ford Transit Connect vans recently but, before looking at them, here is a view of a similar van that was delivered last year. AX19ZFF has been based at Potters Bar Garage since it was new in August 2019. On 27th September 2020 it had made its way over to Edgware (which also has a Metrolink garage) to attend to an Enviro 200 bus on route 384. Although a little fuzzy, I liked this photo because it shows part of the interior. This highlights how the proximity of the rear wheels impinges on the door opening space on short wheelbase Transit Connects. It looks as though the interior has been divided into two sections, accessed from the side and rear doors respectively.</p>



Photo 6421, by **Derek Everson**, added to LTSV on 04/10/2020.

Metroline received at least six new Ford Transit Connect vans during July and August 2020. They are being allocated to various garages for use by engineers, and I have received photos of several of them in service. However, these will have to be saved for next time. For now, here is a view of a slight oddity. Parked outside the CELF works in Perivale on 8th September 2020, this unmarked red van was clearly registered AY20BYD (on the rear at least). However, this registration does not come up as a current mark on the DVLA website. The new vans all have either AV20xxx or AY20xxx marks, so I thought I would check AV20BYD and it appears that this is the correct mark (unless the DVLA database is wrong and the van is right). Hopefully, sightings of this van in service (and perhaps from the front) will settle the matter in due course.



Photo 6422, by **Philip Hambling**, added to LTSV on 30/10/2020.

Leyland Freighter bus recovery truck 2391L was caught leaving Bexleyheath Garage in January 1988. The garage here (a former trolleybus depot) had been closed in August 1986 following route tendering losses, but it was reopened in January 1988 (at the expense of Sidcup Garage) to be the home of the new 'Bexleybus' low-cost operating unit. 2391L was the second Freighter recovery truck for London Transport, being delivered in February 1983. Apart from an initial period at Cricklewood, it was based at Camberwell Garage and carried the Selkent District 'hops' logo in front of the larger roundel. It was the first of the type to be withdrawn, going in late-1990/early-1991, and it appears to have not had its twin-booms replaced with more modern lifting gear, as occurred with some of the other Freighters.

There are (as usual) a couple of interesting aspects to this photograph. The first is that the truck is carrying its allocated registration of NYR391Y rather than trade plates. I had understood that until 1990 tow trucks were allowed to operate on trade plates. Perhaps the date of the change in legislation was in fact earlier.

The second point concerns the buses visible parked in the garage's back yard. Bexleybus started with a mixed fleet of new, reinstated and third-hand buses, the latter being former DMS class buses bought back after working for Clydeside Scottish for a few years. All of the buses were repainted in a distinctive blue and cream livery, as seen on the Leyland National single-decker visible in the background. However, beyond that are a pair of double-deckers with red tops and white around the upper deck windows. I presumed these were some of the DMSs that had been reinstated from sales stock, though I can't confirm whether any of these were still in the so-called 'white-top' livery. However, a small part of each bus can be seen through the windows of the single-decker, and these also appear to be white. Unless I am mistaken, the Clydeside Scottish livery was yellow and red, so I cannot really explain this. Any suggestions...?

Comment by *Thomas Young* on 29/01/2021: Phil has advised that the two buses visible at the back were DMS2100 and DMS2158, which were transferred to provide a source of spares for the other DMSs returned to service. These two buses were in LT red livery with white upper-deck window surrounds.



Photo 6423, by **Philip Hambling**, added to LTSV on 30/10/2020.

The new fleet numbering series for leased vehicles was started in 1982, with numbers in the range starting from 3000. Thirty vehicles arrived before the change from X-suffix to Y-suffix registrations in August 1982, these being allocated numbers between 3019L and 3114L, other numbers going on Y-plated vehicles. The thirty X-regs included four Ford Escort 3-door hatchback cars, a type which was never as common as the estate version. 3041F was one of the four, and replaced similar 2112F with the Plant Engineer at Stamford Hill Garage. It was photographed at its home garage in August 1986, a couple of months before it was returned to Hertz off lease.

Apart from wondering what the 'Plant Engineer (Buses)' actually did, a couple of points about this photograph caught my eye. The first is the telephone box in the left background. The telecomms market had recently been opened to competition but I don't recall seeing boxes of this type before. The other point is the MCW Metrobus parked outside the garage entrance. The M class was the standard type in this area at the time, but this example appears to have a non-standard silver front grille. It also seems to have the word 'Bristol' (in a curious font?) in the front blind via-points box, with the destination being a more mundane Ponders End.

Comment by *Clive G* on 31/10/2020: I understood the plant engineer attended to bus washers, fuel pumps and tanks, lifting equipment, garage sweepers and all that sort of stuff.



Photo 6424, by **Philip Hambling**, added to LTSV on 30/10/2020.

This lorry has made two appearances on LTSV before, but this photograph shows an intermediate stage in its career. New to London Country Bus Services (LCBS) in November 1981, 46F was the first of eleven Ford Cargo lorries to be bought. It had a half-tilt cover over its dropside body when new but by the time of this March 1987 photograph, only the framework remained. LCBS had been split into four regional companies in September 1986, and 46F found itself in the newly formed London Country South East. This fleetname was rarely seen, as the company was rebranded as KentishBus in April 1987, with a bold new cream and maroon livery replacing the National Bus Company green.

The location of this photograph is somewhat unusual, as the lorry was caught passing Cricklewood Garage in north-west London, rather far from its home base at Dartford. It is presumed that it was working to Garston, another former LCBS garage that was by then operated by London Country North West. Cricklewood garage sits in a triangle formed by two railway lines and the Edgware Road. The bridge in the background carries the southern chord of the triangle, connecting Dudding Hill Junction (and Acton Wells Junction beyond) with the Midland mainline at Cricklewood station. It is freight-only and currently sees no more than six trains a day. One curious fact is that this chord was originally opened in 1870 but was closed between 1875 and 1902, reasons unknown.



Photo 6425, by **Philip Hambling**, added to LTSV on 30/10/2020.

In early 1987, the Leaside District bus operating unit developed a variant of standard red bus livery, adding a black skirt and thick white waistband (as just visible on the bus on the left side of this photo). This was applied to a fair proportion of their fleet of mainly MCW Metrobuses, but was supplanted at the end of the year by a new London-wide livery of red with a grey skirt and thin white waistband. Another practice pioneered by Leaside was the direct procurement of service vehicles, although they also continued to be supplied with some from Central Distribution Services (CDS). Among the first additions were four second-hand Mk2 Ford Transit vans, including DLK261Y seen here at Muswell Hill Garage in October 1988. As an aside, although such vehicles were not managed by CDS, three of the four were included in a CDS list of vehicles dated June 1990. The vans gained the Leaside livery upon acquisition, but DLK261Y had been partially altered to the new grey skirt livery when photographed. Note that the buses in the background include a Leyland Titan as well as two MCW Metrobuses. Since delivery, these two types had generally been kept to their own areas, with Titans in the North-East, East and South-East, and Metrobuses in the West and North. In the late 1980s this policy was diluted with traditional MCW garages such as Muswell Hill and Finchley gaining Titan allocations.



Photo 6426, by **Malcolm Conway**, added to LTSV on 30/10/2020.

Seen parked rather haphazardly at Gants Hill on a grotty 2nd October 2020, this is TfL's Nissan Leaf electric car 8210N. Two such cars were leased in October 2016 and were used by TfL Streets from their Chancel Street base in Southwark, replacing Toyota Prius hybrid cars. The second Nissan (8211N) was transferred to LUL in early 2020, seemingly to replace similar but slightly older 7711N. Rather surprisingly (given that it was already over three years old) it had its livery and lettering suitably amended (see photo 6215).



Photo 6427, by **Ray Monk**, added to LTSV on 30/10/2020.

In 2016 it looked as though the Volkswagen Golf might become the new standard estate car for LUL, a total of 14 being leased that year to join a half-dozen new in 2013-2015. However, just three more followed in 2017 (of which two were actually hatchbacks) and there have been no more since. The cars are spread around various locations, and it has to be said that most of them are rather elusive. 8282VW was new in October 2016 and was allocated to Hainault Depot. It was photographed by Ray at Acton Works when new, but a better photo was obtained when it returned there in October 2020, being found in the front car park on the 24th. As the car is four years old, it could be due for replacement. Also visible in this photo are the two standard types of small van, the Renault Kangoo represented by Maxi van 8359R, and the Volkswagen Caddy by Maxi van 8687VW.



Photo 6428, by **Ray Monk**, added to LTSV on 30/10/2020.

Vehicles parked at the top end of the car park of Bollo House in Acton are often those awaiting entry to the adjacent Smallbills Garage, rather than ones that are allocated here. Illustrating this on 19th September 2020 was the presence of LUL VW Caddy Maxi crew van 8701VW from the small Earl's Court allocation, and TfL Compliance VW Transporter minibus 8714VW. The actual allocation of the latter is not known, and it appears to work mainly in south London.



Photo 6429, by **Peter Terry**, added to LTSV on 30/10/2020.

Peter Terry found the new Ford Ranger allocated to Trams parked near to Reeves Corner in Croydon on 24th October 2020, the tram lines being closed for engineering work. This showed that the truck has fleetnumber 9038F, a winch at the front, and that it is able to climb up grass embankments!



Photo 6430, by **Derek Everson**, added to LTSV on 30/10/2020.

More of the new VW Crafter Incident Response Unit vans entered service in October 2020, although a couple of the earlier Mercedes Sprinter types were still in use towards the end of the month. On 6th October, Derek found 9087VW (nearest) and 9072VW parked at Stratford City Bus Station. Judging by their pristine condition (note the white inside the rear wheelarches), they had only recently arrived.



Photo 6431, by **Les Savine**, added to LTSV on 30/10/2020.

The area around Victoria Bus Station has been undergoing construction work for quite a few years, and evidence of this is visible in this photo taken round the corner on 15th September 2020. 9090VW is one of the Volkswagen Crafter Incident Response Unit vans whose delivery was delayed by the COVID-19 lockdown. Licensed in March, it was stuck at the dealership in Bedfont until at least early-August.



Photo 6432, by **Kevin Bullions**, added to LTSV on 30/10/2020.

Somewhat unexpected was the delivery of several Volkswagen Crafter vans to LUL's Hainault Depot in October 2020. Two were present on the 21st, with 9126VW nearest the camera and 9125VW on the other side of the Sixt hired Ford Transit. A couple of days later 9127VW was added, perhaps as a replacement for the hired Transit. Also visible in this line-up are two of the existing allocation of Ford Transits, 8406F and what is probably 8409F on the end. The new Crafter vans are similar in configuration to the recent LBSL Incident Response Units (i.e. medium wheelbase and high-roof) though they are notable for having a full set of LUL/TfL lettering but no side skirts or stripes. The reasons for this are not known, perhaps being because the large black plastic rubbing strip takes up so much space.

Comment by *Thomas Young* on 31/10/2020: I've just noticed that these Crafters differ from the LBSL vans and the LUL crew vans (and indeed the first LUL van 8934VW) in not having any white between the front grille and the bumper.



Photo 6433, by **Ray Monk**, added to LTSV on 30/10/2020.

Several VW Crafter crew vans were noted at the Bedfont dealership in mid-October 2020 and although they were in unmarked white, it was thought that they might be destined to be service vehicles. This theory was proved when Ray visited Acton Works on 24th October and found no fewer than six of them awaiting entry to service. As with the Crafter vans delivered to Hainault the preceding week, the new crew vans were finished in plain white but with full lettering. This photo shows 9144VW parked on the stub road in the works. The lettering below the fleetnumber reads DuoVan, this presumably being Volkswagen's take on the 'Kombi' branding often applied to vans that combine cargo space with additional seating. Further up the slope was a recently delivered Mitsubishi Outlander electric car, DY70SKZ. This was in unmarked white/blue but had a red bonnet and a light-bar, suggesting it may be for use by the Emergency Response Unit. The ERU has had a car in its fleet for many years but, since the departure of Volvo estate LM66UNH (see photo 5970) in early-2020 they have been making use of a standard-liveried Toyota Prius car.



Photo 6434, by **Ray Monk**, added to LTSV on 30/10/2020.

Five new Volkswagen Crafter crew vans for LUL were found in the DSM van yard at Acton Works on 24th October 2020, this photo showing the rear aspect of 9146VW. Notable features are the large rear step, and a further addition to the set of rear-end labels which reads 'Please be patient. Vehicle driven to speed limit!'. As to why these vehicles lack the blue skirt and red stripe, the theory that it is because of the large expanse of black plastic in this area is plausible, though the first new-generation VW Crafter for LUL did manage it (see 8934VW in photo 6219). An alternative is that it was to try and save a little money, although as will be seen, a VW Caddy also delivered in October had full LUL livery. Some further speculation concerns what vehicles these new vans have been obtained to replace, and my money is on the thirteen Mercedes Sprinter crew vans new in late 2015 and numbered (mainly) in the 8134M to 8145M range. If correct, there may be a few more Crafters still to come, and their allocations are likely to be mainly to Stratford Market with a couple each at Bollo House and Finchley Central.

Photo 6435, by **Ray Monk**, added to LTSV on 30/10/2020.

The highest fleetnumber reported as of late October 2020 was 9165VW on a VW Caddy van new for LUL that month. On the 24th it was photographed in the DSM yard at Acton Works.

Photo 6436, by **Lee Thatcher**, added to LTSV on 30/10/2020.

Abellio Ford Fiesta cars have been a fairly regular feature of photos added to LTSV over the past few years. I do generally only add photos that show something new or interesting, and in the case of this view of Abellio 6768 (EK61WWA) in the car park of Tesco in Ivybridge on 23rd September 2020 it is the roof. This car was acquired by spring 2014 when it was less than three years old. Initially based at Beddington Cross, it had moved to Hayes by spring 2017. More recently it has lost a couple of wheeltrims and its front Ford badge, the fleetnumber on the front has been moved and, perhaps most interestingly, it has gained a new roof in a non-matching red colour. Even more curiously, the new roof had a rather faded Abellio fleetname towards the rear, something which I cannot recall seeing on any other Abellio cars.

Photo 6437, by **Ray Monk**, added to LTSV on 30/10/2020.

It's a Combo Jim, but not as we know it. The Vauxhall Combo name now applies to a fifth generation of vehicle, identified by parent Opel as the Combo E. This was introduced in 2018 following the sale the year before of Opel/Vauxhall by General Motors to the French PSA group (formed mainly of Peugeot and Citroen). While the Combo B and C had seen extensive use as service vehicles (notably by LUL and Arriva), the Combo D has only appeared on LTSV a few times (with Arriva and Go-Ahead). The first Combo E to be reported as a service vehicle was DN69AOA, an unmarked white Combo Life model used by Arriva London from its Dartford garage. It was photographed near the garage on 22nd October 2020. Apart from the obvious changes of design, the type is now also available as an MPV (Multi-Purpose Vehicle), also referred to rather unfortunately as a LAV (Leisure Activity Vehicle), with windows all around the body. Elements of the design, in particular the shape of the side windows, can also be seen in the Peugeot Partner and Citroen Berlingo models.

Photo 6438, by **Neal Marshall**, added to LTSV on 30/10/2020.

Tower Transit is a significant operator of buses in London but, since the fleet is concentrated at just two garages, the service vehicle fleet is relatively small. Lea Interchange garage recently got a new engineers van to replace Ford Transit BG66VKT, even though the Ford was the newest service vehicle operated. The new van is high-roof Volkswagen Transporter VU69FYO, seen leaving Walthamstow Bus Station on 26th September 2020. The following Tower Transit bus usefully shows that the rear of the van carries yellow/red chevrons, while the company's logo appears on the side along with a Buses roundel. The use of an old-style light-bar is notable.

Photo 6439, by **Derek Everson**, added to LTSV on 30/10/2020.

Metrolink's Alperston garage received one of the new Ford Transit Connect vans in summer 2020, AY20YYR being photographed inside its home base on 8th September 2020. Metrolink has plans to sell the Alperston garage site for redevelopment, since it is in a prime location very close to an underground station. The buses would be moved to a nearby but cheaper site, no doubt hidden away on some sort of industrial estate.

Photo 6440, by **Lee Thatcher**, added to LTSV on 30/10/2020.

Photos of the new RATP Renault Master vans in service have been slow in coming in, the first being this shot of R70034 at Hounslow bus station (aka garage forecourt) on 15th September 2020. As this and the previous two photos all show bus company vans in 'London Transport' red livery, it made me wonder why so many companies seem to use this as standard, while some others do whatever they like. I presumed it was not something that TfL could stipulate, though the fact that Buses roundels are also carried may be significant, this being a logo that TfL hold the ownership of.

Photo 6441, by **Derek Everson**, added to LTSV on 30/10/2020.

Service vehicles operated in support of the Docklands Light Railway mainly carry this white livery with yellow and green striping and Keolis Amey lettering. They also carry fleetnumbers in the range 001 to 031, although only 14 vehicles have so far been identified. The latest addition to the database is 017, a Peugeot Traveller minibus found near Stratford Station on 6th October 2020. Parked behind was Peugeot Partner van 010.



Photo 6442, by **Philip Hambling**, added to LTSV on 07/11/2020.

A new base was opened for London Transport's publicity and advertising vans in about 1986 at Ferry Lane, Walthamstow. Despite the name, this location was actually off Forest Road (this becoming Ferry Lane nearer to Tottenham), east of the reservoirs, and was close to where the original AEC Works had been. The location took on the vans previously based at Walthamstow Bus Garage and it remained in use until at least the 1990s, albeit by then semi-privatised as LTA. More recently it has been redeveloped with flats as 'Blackhorse Mills'. Photographed in the car park in April 1988 was Ford Transit van 3192F, new in September 1984 and destined to be sold before the end of the year. This Mk2 Transit has the sliding doors favoured by the publicity department but it appears to have been a cover vehicle, official lists showing it as allocated to the Distribution Services Manager at Chiswick Works.



Photo 6443, by **Philip Hambling**, added to LTSV on 07/11/2020.

The central fleet has included almost 600 Ford Escort vans between the arrival of the first in 1968 and the disposal of the last in about 2007. For the first few years, such vans were painted grey, with red becoming standard from 1972. From the mid-1980s vans were sometime white or blue instead, while the white and blue livery became standard for LUL vehicles from 1990. 3420F was one of twelve Escort vans delivered in October 1986 with D9xxTTV registrations, several of which carried the white livery shown here. It had been thought this was to indicate those fitted with petrol (instead of diesel) engines but this does not seem to be consistent. 3420F was leased for the catering department, as shown by the 'General Manager Catering' department lettering. Note that the main fleetname is lacking the first and last letters. Photographed in the old Turnpike Lane Bus Station in March 1988, observant visitors may note the shop in the background with Grey Green Travel branding, this later being changed to Dix Travel (see photo 6337).



Photo 6444, by **Philip Hambling**, added to LTSV on 07/11/2020.

The second-generation (Mk3, 4 & 5) of the Ford Transit emerged at the start of 1986 and was radically different from the first (Mk1 & 2) chiefly in having a 'wedge' front, with the bonnet raked back at the same angle as the windscreen. London Transport took to the type and leased several hundred over the next 15 years. 3495F arrived in September 1987 and was the second in a batch of five consecutively numbered (and registered) petrol-engined, long-wheelbase vans. It was allocated to Baker Street and official lists show it as being assigned to the 'Light Inst.' department and (shortly later) the Signal engineer. When seen outside Kings Cross Station on 25th November 1987 its only lettering was the fleetnumber and 'Installation Manager'. This was soon after the major fire at this station and various other service vehicles were also present. The cab roof of Bedford Midi van 2457B can just be seen, a photo of that van from the opposite side showing 3495F in the background (see photo 4176). The grey livery previously applied to LT's Ford Transits does not seem to have been available on the new model, and red was the most common colour until the white/blue livery was introduced in 1990.



Photo 6445, by **Philip Hambling**, added to LTSV on 07/11/2020.

Former London Transport bus SMS300 is included on LTSV because it served for a few years as a store vehicle for plumbers and electricians working on the rebuilding of Norbiton Bus Garage. The exact dates of its use are not clear but seem to be from March 1982 until at least 1984. It was sold to Allco in early 1986 and was photographed on what looks like a farm at Northaw (near Potters Bar) in February 1987 with a couple of similar vehicles (one of which is probably former SMS730 which had also been a service vehicle). Many vehicles sold to Allco saw further use or were preserved but, as far as I know, SMS300 was scrapped.



Photo 6446, by **Thomas Young**, added to LTSV on 07/11/2020.

The area between Abbey Wood and Thamesmead has been undergoing redevelopment for the past few years, following the demolition of some iconic but unloved concrete flats. The roads are often lined with builders vans during the week, and these sometimes include former service vehicles. Photographed on Yarrton Way on 29th October 2020 was Volkswagen Caddy Maxi crew van RK62XGH, which had been Tube Lines 7534VW until the end of 2016. Two batches of six each of these vans had been leased in October 2010, numbered 7532-7537VW (for Stratford Market Depot) and 7545-7550VW (for Edgware Track Depot). Ray managed to photograph several of the vans passing Acton Town station when on delivery, but they otherwise proved to be quite camera-shy.



Photo 6447, by **Thomas Young**, added to LTSV on 07/11/2020.

When filing the previous photo I noticed that I had a couple of nocturnal shots of sister van 7535VW which, although of fair quality, had not previously been used. This Volkswagen Caddy Maxi crew van was based at Stratford Market Depot and was photographed parked on Piccadilly (for Green Park Station) on the night of 18th August 2015. The six vans in this batch were all sold in January 2017, while the six at Edgware lasted three months longer.



Photo 6448, by **Peter Terry**, added to LTSV on 07/11/2020.

Work on the tram tracks at Reeves Corner in Croydon has been taking place recently and several service vehicles were photographed nearby on 30th October 2020. Shown here is Renault Kangoo Maxi van 8661R, with one of the Ford Transit Custom vans parked beyond. The Trams service vehicle fleet has become quite mixed (and large) recently, but 8661R was one of six consecutively-numbered Kangoo Maxi vans leased in 2018.



Photo 6449, by **Lee Thatcher**, added to LTSV on 07/11/2020.

Many of the Incident Response Unit vans operated by London Buses gained poppy stickers on their fronts in late October and early November, there being space on the bonnet to place these above the normal roundel. This view of 9070VW at Busch Corner in Isleworth on 4th November 2020 shows this, and also the side door in the open position. It is known that for this role, vans with full-height doors are preferred, which may explain why Ford Transits are not currently favoured.



Photo 6450, by **London Spotter**, added to LTSV on 07/11/2020.

More IRUs with poppies, this time at Edmonton Green Bus Station on 28th October 2020. The vans are 9091VW (left) and 9097VW (right), both believed to be from the Turnpike Lane allocation. Edmonton Green has (as far as I know) never had an allocation of service vehicles, meaning that we have not given it a location code. However, I may do so in future, simply so that photos (and sightings) can be appropriately tagged. Turnpike Lane has an allocation of about 8 IRU vans to cover a large area of north London. Over half of the allocation can usually be seen 'at home', though some recent visitors have found the bus station containing only LBSL cars, with the vans all out at other locations such as Walthamstow, Chingford and Edmonton.



Photo 6451, by **London Spotter**, added to LTSV on 07/11/2020.

Another IRU with poppy, this being 9093VW at Chingford Bus Station on 28th October 2020. As with Edmonton Green, this location does not have a fixed allocation, vans from Turnpike Lane attending when required. 9093VW was first licensed in June 2020 but, because of COVID-19 restrictions, it was not delivered until September.

Photo 6452, by **Keith Grimes**, added to LTSV on 07/11/2020.

Metroline Ford Transit Connect van AY20YYM was caught leaving Golders Green Bus Station on a sunny 12th September 2020. This van had been new in about July, the implications of the COVID-19 pandemic meaning it is hard to be certain when it was actually delivered. Also unknown is the van's allocation, there being several Metroline garages that it could have been working from. Although not fully visible, the double-deck buses in the background are slightly interesting in that they represent three different versions of the Wrightbus Gemini design so popular with London operators. Furthest from the camera is Metroline VW1267, a Gemini 2 with the deep side windows of the original design married to an updated front dash panel. Nearest the camera is Metroline VWH2035, a Gemini 3 with shallower side windows but the front design of the Gemini 2. In the middle is Tower Transit VH38118, a Gemini 3 with the much more angular front end introduced in about 2015.

Comment by Thomas Young on 07/11/2020: The film advertised on the nearest bus is Charles Angels, released in November 2019. It seems that the COVID-19 situation has led to many bus adverts not being replaced or removed.

Photo 6453, by **Ray Monk**, added to LTSV on 07/11/2020.

Arriva London had (to some extent) standardised on the Vauxhall Corsa for its crew ferry car requirements from 2008 onwards, but just a couple were added in 2019, followed by a number of Seat Leon cars. By late 2020 there were seven Leons allocated to Dartford Garage, and an eighth was seen at Edgware (suggesting allocation to Palmers Green). On 18th August 2020, Dartford's DA69TFE was photographed at Eltham Bus Station in the company of Go-Ahead's Mercedes Vito minibus RF19UZZP. Note that the car has Arriva fleetnames but lacks the corporate logo, and that it has sustained some panel damage above the front offside wheel. The notice in the window of the minibus behind most likely gives advice for users about maintaining social distancing.

Photo 6454, by **Philip Hambling**, added to LTSV on 14/11/2020.

1416LD makes its sixth appearance on LTSV with this fine shot of it being driven through Labworth on Canvey Island, Essex in October 1999, no doubt on its way to a bus rally. Following behind is some old bus, provincial half-cabs being beyond my ken. New in May 1966, 1416LD was a Leyland Titan breakdown tender, initially used by the Signal Engineer but transferring to Camberwell garage for use on bus recovery work in about 1976. It was sold in 1982 and has now been in preservation for more than twice as long as it worked for London Transport. That is, if it still survives. It was resident at the Pumphouse Museum in Walthamstow for much of the early 2010s, but the large yard at that location was sold off for housing in about 2014 and many of the vehicles had to be moved away. 1416LD was last licensed in 2013, though it had a new V5C (logbook) issued in April 2016, suggesting it had changed ownership. Any info on this vehicle's current location would be welcomed.

Comment by Ray on 14/11/2020: Would it have been going to Crown Woods car show?



Photo 6455, by **Philip Hambling**, added to LTSV on 14/11/2020.

Another excellent photo of a preserved service vehicle, this being Bedford CALV ambulance 1532B. It was caught passing through Crawley on the 1st of May 2016 while taking part in the HCVS London to Brighton run. 1532B was one of two ambulances owned by London Transport for use at their largest works, Aldenham and Chiswick, with 1532B being based at the latter. It was withdrawn with the run-down of Chiswick Works in the mid-1980s and was sold in 1985. Not seen for many years, it returned in fully restored condition in 2013 (as seen at Brooklands in photo 4345). I have always listed these two ambulances as having been in a white livery, though it looks distinctly cream in this photo, and is recorded as such by the DVLA. Compared to when it was in service, the wing mirrors have been moved from the bonnet to the windscreen pillars, and the beading low down on the nearside (visible in photo 3850 and possibly a repair job) has been replaced with plain panelling.



Photo 6456, by **Philip Hambling**, added to LTSV on 14/11/2020.

Dodge Commando lorry 2313D was caught coming along a quiet Chelsea Embankment in February 1987. The London Transport lorry fleet became more interesting in the early 1980s, although the plain grey livery remained standard. After years of relying on the Ford D series, some examples of the replacement Ford Cargo model were bought but there were also quite a few Bedford, Dodge and Leyland types as well. 2313D had been new in late 1981, allocated to Neasden Depot and appears to have been fitted with a tail-lift in about 1984. It was sold in 1988 and was last licensed in 1991.



Photo 6457, by **Philip Hambling**, added to LTSV on 14/11/2020.

Four Ford Cargo 0811 dropside lorries were bought in 1988 and given fleetnumbers 2465F to 2468F. For some reason they do not seem to have been photographed much, and I have never seen pictures of 2466F or 2467F. The only image of 2465F that has come to light is this one of it parked in Walthamstow Bus Garage in April 1988. Walthamstow was usually home to quite a lot of service vehicles because, like Stockwell, it was used by Distribution Services as an outstation. While SW was virtually my local at the time, I think I only visited WW once, in about June 1983. The only allocation information available for 2465F shows that it was based at Acton Works by June 1990. Also unknown are the disposal dates for this quartet, though I suspect they all went in the early 1990s, giving them a very short working life. Apart from seven Routemaster trainers, the bus allocation of Walthamstow at this time was made up entirely of Leyland Titans (about 83 in total) like T316 parked alongside. According to my notes, during my 1983 visit the garage contained eleven service vehicles and two preserved RFs, in addition to seventeen Titans and one each of RMA and RMC.

Comment by *Clive G* on 15/11/2020: My understanding is that vehicles mostly visited for routine docking and repairs. That was the case previously with Putney Bridge, and then Riverside, before Stockwell took over the work. It would be interesting to know why and how the work was divided up when Walthamstow became involved. Sadly of course it closed in 1991, post privatisation, when a strike had a result that the many ex LT staff never anticipated.



Photo 6458, by **Derek Everson**, added to LTSV on 14/11/2020.

One of the most rarely seen service vehicles is the Emergency Control Unit, currently formed of MAN demountable lorry 2587 combined with Lyntons body DB25. Both parts of this vehicle were new in 2006, though they have only worked together since 2014, when the previous chassis (2488M) was withdrawn. Normally parked at Acton Works, the combination was photographed at the Bedfont dealerships on 13th October 2020. The only visible changes since the last time it was shown on LTSV (at the end of 2017 – see photo 5576) are the addition of lock-nut caps on the front wheels and the securing of the fold-out awning box with cable-ties. The yellow notice on the door warns that 'all conversations (including telephone calls) are being monitored and recorded'. This rearward view also shows that 2587 is still fitted with a fold-under tail-lift, though this has presumably not been used for several years.



Photo 6459, by **Philip Hambling**, added to LTSV on 14/11/2020.

The first Ford Fiestas for the (numbered) central fleet were four vans leased in April 1985 and given fleetnumbers 3304F to 3307F. All were allocated to the Engineering Manager Operations at Chiswick Works and wore red livery. Last of the four, 3307F, was photographed in Eltham in April 1988 (from the back window of a Leyland National bus). According to official documents, this replaced Bedford HA van 2332B and was itself replaced by newer Fiesta 3757F in June 1989. The Fiesta van shared its body with the more common car version (as seen by the pale blue car following behind), though LT never had any liveried Fiesta cars, just one in the unmarked 'private car' fleet (BYW54V). LUL leased one in 1991 (4069F), with a dozen for LBSL following in 1998-2000.



Photo 6460, by **Philip Hambling**, added to LTSV on 14/11/2020.

By the time Ford Escort vans 3326F and 3327F were delivered in July 1985, London Transport had already made use of nearly 300 of the type (not all at the same time). This pair were for use by the Plant Manager (Buses) and official documents showed that they were 'additional', indicating that they were not leased to replace any existing vehicles. Based at Chiswick Works their role took them to various bus garages and 3326F was photographed inside Enfield Garage in September 1987. This was the month in which Enfield lost its last conductors and Routemaster buses, with the conversion of route 279 to OPO (one person operation). For at least the next six years, Enfield's scheduled allocation was made up entirely of M-class MCW Metrobuses, with none of the early mini- and midi-buses being based here. A handful of Routemaster and Daimler Fleetline buses were retained for use as trainers, some of which can be seen in the background of this photo. The Routemaster on the left is a trainer (recognisable by the black panel on the rear) as is the Fleetline in Leaside livery alongside.

Photo 6461, by **Paul Nicholls**, added to LTSV on 14/11/2020.

Former Facilities Ford 1. Seen in Tilbury on 26th August 2020, jumbo Ford Transit van YS08FUP was being used as a mail order delivery van. This van had been number 6519F in the Tube Lines / LUL fleet, when it was used as a facilities van. The lack of additional side windows suggest it was one of the type that had 4 toilets inside, rather than those which had 2 toilets and a small cooking/washing area. Disposed of in late 2017, it is presumed that the toilets were then removed.

Photo 6462, by **Derek Everson**, added to LTSV on 14/11/2020.

Former Facilities Ford 2. Companies involved in maintenance on the national rail network have a requirement for facilities vans for use when worksites are remote from niceties such as toilets. A few years ago there was talk of LUL being given a contract to supply a large number of such vehicles, though nothing came of it. It does look like at least one of the LUL fleet is now involved in mainline work. Former 7678F was photographed beside the tracks at the end of Eastleigh Station on 29th September 2020. It still retains the blue skirt but has lost its red stripe and (unlike the previous photo) all of its labels and notices.

Photo 6463, by **Philip Hambling**, added to LTSV on 14/11/2020.

As well as a bundle of nice shots from the 1980s, Phil has contributed a few photos taken much more recently. On 14th September 2020 he found Volkswagen Caddy Maxi crew van 8331VW parked in Basildon in Essex. This vehicle was new in March 2017 and was initially allocated to the offices at Seven Sisters before moving to Northumberland Park Depot a couple of years later.

Photo 6464, by **Malcolm Conway**, added to LTSV on 14/11/2020.

Toyota Prius car 8890T was new in September 2019 and spent a couple of months parked up at Acton Works before it was allocated to the Power Supply section depot at Tufnell Park. Though it can often be seen there, Malcolm found it on 18th August 2020 in Newbury Park.

Photo 6465, by **Ray Monk**, added to LTSV on 14/11/2020.

There is a little bit of a mystery surrounding this van seen at Acton Works back on 5th January 2020. 9053F (and similar 9052F) had both been licensed on 26th November 2019 and delivered to Acton Works a few days later. They remained there until at least mid-January 2020, after which they seem to have been allocated to Lillie Bridge depot. However, when checked recently the licensing dates had changed, both now being shown as licensed from January 2020 (with new log books issued on the 23rd). It is possible that the initial vehicles were unsuitable for some reason and were replaced by newer examples. Although it is conceivable that these would be given the same fleetnumbers, re-use of the same registration numbers seems rather unlikely. So, I can't really explain it. Both the vans are long wheelbase, mid-height crew vans based on the '2020 Facelift' Ford Transit Mk8. Numerous other Ford vans can be seen in the background.

Photo 6466, by **John Woolf**, added to LTSV on 14/11/2020.

I will probably show photos of all 45 Volkswagen Crafter Incident Response Unit vans in due course, though I won't bore you by putting a load up in one go. 9065VW was one of the batch delivered before the COVID-19 lockdown, these all getting '69 registrations. Now a regular feature of Edgware Bus Station, it was photographed there on a fine 26th September 2020. The white Vauxhall Corsa van in the background is likely to be an Arriva London vehicle, while the bus on the left has an advert warning that the wearing of face coverings on public transport is now compulsory.

Photo 6467, by **Ray Monk**, added to LTSV on 14/11/2020.

Another slightly mysterious Ford Transit at Acton now. 9140F was one of three long-wheelbase, mid-height vans delivered in February 2020 with KE69xxx registrations and given (high at the time) fleetnumbers 9139F to 9141F. 9141F was soon marked up as a vehicle cleaning van, while no more was seen of the other pair. 9139F was eventually found at Lillie Bridge, and it was noted to have a vent fitted to the roof, with the name of a generator company on it. This suggested that it had been fitted with internal equipment for use by the tunnel ventilation team as replacement for the unique Peugeot Boxer vans 7941P and 7942P. 9140F has not yet been reported in use but it seems likely to be for the same role. When seen at Acton Works on 1st March 2020 there was no sign of a roof vent. Perhaps it had not yet been fitted.

Photo 6468, by **Lee Thatcher**, added to LTSV on 14/11/2020.

It must be time for another Abellio Ford Fiesta! YS11VPA has been in the fleet for at least 5 years, initially being based at Beddington Cross garage and allocated fleetnumber 6778. It later moved to the temporary garage at Bridge Road in Southall, then on to the new Great Western Business Park garage when that opened in 2019. More recently it moved again to the small Hayes garage, where it was photographed on 4th September 2020. Note the U7 route allocation lettering on the bonnet. Referring back to the photo of similar EK61WWA published last month (photo 6436), this high-level view shows that there is no Abellio lettering on the roof of this car. Reports of any Abellio cars with roof lettering would be welcomed.



Photo 6469, by **Ray Monk**, added to LTSV on 14/11/2020.

Sovereign Recovery trucks don't seem to be seen (or photographed) as often as they were a few years ago. The first photo received in a while was this one of their 2-axle DAF CF GN65NHH taking a Stagecoach Enviro 200 bus out of Eltham Bus Station on 18th August 2020. The truck was one of three similar vehicles acquired in early 2016 and which now carry fleetnumbers H128 to H130.



Photo 6470, by **Philip Hambling**, added to LTSV on 21/11/2020.

Photographed at a chilly-looking Archway in January 1987, 3220F was a Ford Transit van used by the Commercial Advertising section from Jamestown Road in Camden. New in September 1984 it was to the revised Mk2 design, with the front indicators given a black plastic surround and the headlights and grille more deeply recessed. The black surround to the windscreen was standard on all Mk2 Transits. This particular van has hinged doors (sliding doors were an option and preferred by several LT departments) and an undated photo taken after it was sold in February 1989 showed that a nearside hinged cargo door (with a higher sill) was also fitted. This was quite a rare feature on short-wheelbase Transits, though it was similar in configuration to that on long-wheelbase vans such as 3000F and 3199F. I was going to add a link to a photo of one of these but then I realised that neither of the photos show the nearside! Hang on, I've found one. The hinged side doors can be seen on the R&I minibuses in photo 4233.



Photo 6471, by **Philip Hambling**, added to LTSV on 21/11/2020.

Ford Escort van 3256F was one of several used by LT's Advertising and Publicity section, though they were usually outnumbered by Bedford CF vans like the ones seen on either side here. New in June 1984 as a replacement for similarly-sized Bedford HA 2331B, 3256F was officially allocated to Walthamstow, initially at the bus garage then moving to the new premises in the industrial estate at Blackhorse Road. It was photographed however at the southern base for publicity vehicles, Stockwell Garage, in February 1988. Withdrawal came five months after this.



Photo 6472, by **Philip Hambling**, added to LTSV on 21/11/2020.

Between 1977 and 1990 London Transport operated a total of 79 Bedford CF vans as alternates to the similarly-sized Ford Transit model. Unlike the Transits of this era (which were mostly grey), all of the CFs were red, though there is some doubt about 3037B, which may have also been grey. Most of the CFs, particularly those added after the adoption of the new numbering series for leased vehicles in 1982, were for use by the publicity and advertising department. 3329B was a one-off, leased in 1985 for use by the Operations Manager (Buses) from Gillingham Street Bus Garage in Victoria. It replaced similar 3078B, which had in turn replaced similar 2119B in 1982. According to official documents, 3329B was withdrawn in September 1989 when it was replaced by Ford Escort estate car 3749F. Phil caught 3329B on Oxford Street in May 1986, showing the Abbey District sticker applied to the bonnet. The bus stop behind, and the Routemaster bus following, both show the yellow highlighting used to distinguish 'tourist' bus routes.



Photo 6473, by **Philip Hambling**, added to LTSV on 21/11/2020.

As mentioned before, when the Mk3 Ford Transit replaced the Mk2 as the standard mid-sized van for London Transport, the default livery changed from grey to red. The red on this example looks a little bit orangey, but that may just be a result of the photography/printing/scanning process. 3386F was a short-wheelbase, low-roof van leased in January 1987 and allocated at first as a cover vehicle for the Group 2 fleet. The 'Groups' dated back to the 1946 reorganisation of the fleet. Group 1 were special-purpose vehicles such as breakdown tenders. Group 2 vehicles were those used by specific departments such as advertising, while Group 3 was for general purpose vehicles operated by Central Distribution Services. 3386F had the traditional gold London Transport lettering (which was destined to disappear over the next couple of years), below which was Distribution Services in white. It was photographed leaving Enfield Bus Garage in February 1987, with an Eastern National Bristol VRT bus in an all-over advert heading the other way.



Photo 6474, by **Derek Everson**, added to LTSV on 21/11/2020.

The protracted delivery of the large batch of Volkswagen Crafter Incident Response Unit vans for London Buses in 2020 meant that many of the previous generation of Mercedes-Benz Sprinter vans had a stay of execution. Although similar in configuration, the two types can be easily distinguished since the Volkswagens feature a white base colour instead of the red on the Mercedes. The last of the Crafters was eventually delivered to Acton Works in October 2020, and it looks as though all the Sprinters had gone by early November. Among the last were four based at Morden station, including 7853M seen passing through Mitcham on 15th September 2020.

Photo 6475, by **Ivor Norman**, added to LTSV on 21/11/2020.

Ivor Norman recently sent in a couple of photos of LUL Renault Kangoo Maxi vans, both of which were taken in Harlow. Interestingly, both of the vans were among the 'lesser-spotted' of the type. The older of the pair was 8455R, photographed on 12th November 2020. This van is over three years old but has only been reported a handful of times, and never anywhere further south than Edgware. It is also one of very few vehicles that have not been seen by either of the two main SV-neds; Ray and Steve. Note that the van has a roof-rack of sorts, not a common feature on LUL Kangoos.

Photo 6476, by **Peter Terry**, added to LTSV on 21/11/2020.

There are about 120 Volkswagen Caddy Maxi crew vans in the current LUL fleet, making it one of the most numerous single types, eclipsed only by the similar-sized Renault Kangoo Maxi van. 8951VW was one of 60 of the type delivered in 2019 and appears to be based at Stratford Market Depot. It has also been reported a few times parked on Mitcham Road in Croydon, and Peter photographed it there on 10th November 2020.

Photo 6477, by **Neal Marshall**, added to LTSV on 21/11/2020.

9062VW was one of the first Volkswagen Crafter IRUs to enter service, having been delivered in early February 2020 and allocated to Morden. On the 22nd August it was caught heading down Purley Way.

Photo 6478, by **Peter Terry**, added to LTSV on 21/11/2020.

Just three 20-registered IRUs were delivered before the imposition of the first lockdown in response to the COVID pandemic. 9068VW was the first (numerically) of this trio and on 6th October 2020 it was photographed in half-light at West Croydon Bus Station. Not knowing if this was early morning or late afternoon, I looked at the file properties. However, I have learned not to rely on EXIF data, as it is dependent on contributors having the date/time set up correctly on their cameras. This photo claims to have been taken at 11pm.... in March 2017!

Photo 6479, by **Derek Everson**, added to LTSV on 21/11/2020.

It surprised me when I realised that this car is now one of the oldest vehicles remaining in the central fleet. WX10JUW was one of four Mitsubishi i-MiEV electric cars taken on by TfL Streets in June 2010 and based initially at Chancel Street in Southwark. All four wore the orange stripe livery with 'London Streets' lettering. In the period 2012 to 2014, all four seem to have been moved to Acton Works and had their lettering removed. At least three also lost their orange stripes, leaving them in unmarked white. Three were sold/returned in 2015 but WX10JUW remained, now used as a local runabout by the DSM. Judging by reports, it is only used between the various sites in and around Acton Works. On 4th June 2019 Derek caught the car coming down Bollo Lane.

Photo 6480, by **Derek Everson**, added to LTSV on 21/11/2020.

This photo taken at the Bollo Lane entrance to Acton Works on 4th June 2019 highlights the relatively short length of Cartwright flat-bed trailer T74. It was coupled to Mercedes-Benz Actros tractor unit WP61ZXE and was loaded with two plate bogies. I suspect that these are off A or C type surface stock trains, although the last of these was withdrawn from passenger service in 2014. Interestingly Derek also photographed the same tractor/trailer combination in almost exactly the same place in 2017, when the trailer was also loaded with two identical plate bogies. Comparison of the two photos suggests that T74 had been given a new headboard in the intervening period. The checkerplate infill is obviously new, but the round-cornered framing of the headboard also appears to have been renewed. Another change is that there is now a pair of stanchions/handrails at the rear corners of the flatbed. Trailers always tend to last longer than other vehicles, and T74 is now nearly 18 years old.

Photo 6481, by **London Spotter**, added to LTSV on 21/11/2020.

Go-Ahead London has at least 46 Mercedes-Benz Vito minibuses in unmarked red. They are used for crew ferry duties from seven of the group's garages. I don't intend to publish photos of every one of these largely identical vehicles, although I have already covered more than half of them. Today's addition is Northumberland Park's RF19UZM, seen at Turnpike Lane Bus Station on 1st August 2020. London Spotter's camera seems to capture the shade of red on these vehicles very slightly differently to everyone else's, as seen also on his photo of RX18LLC (photo 6332). It's not serious enough for me to try and mess about with post-processing though.



Photo 6482, by **Philip Hambling**, added to LTSV on 21/11/2020.

The last lorries bought new by London Country Bus Services (LCBS) were a trio of Ford Cargo dropsides in late 1984. Given fleetnumbers 66F to 68F none have been shown on LTSV. Until now! The first of the trio (66F) was a Cargo 0811 lorry, the other two being the slightly larger 1011 model. 66F was photographed in Crawley Bus Station in June 1986, a couple of months before LCBS was split up into four regional companies. The buses in the background are both AN class Leyland Atlanteans. The one on the left has the C Line local fleetname used on Crawley services and retains the original white waist band. The one on the right has the pale green band introduced by LCBS in about 1985.



Photo 6483, by **Philip Hambling**, added to LTSV on 21/11/2020.

Most of the larger bus companies in the UK had their own engineering works, to repair and overhaul their bus fleets. In the run up to privatisation in the 1980s, most of these works were separated into stand-alone companies. London Country's main works was at Crawley, and ownership of this was transferred to new company Gatwick Engineering. They took on a proportion of the LCBS service vehicle fleet, including the three newest Ford Cargo lorries 66F to 68F. The traditional National Bus Company green was quickly replaced by a white livery with red and yellow detailing in a style that is very '80s' to me. B703HFG (the former 66F) was photographed at Guildford Garage in January 1989, by which time the new livery on the dropside body had been worn away in places, to show traces of the original markings beneath. As with most of the new companies, Gatwick Engineering was destined to not last very long. They were free to look for work beyond their parent bus companies (as evidenced in photo 4690 of the BEL premises in Willesden) but very few attained commercial viability and most were soon closed down.

Comment by *Kim Rennie* on 21/11/2020: Note the LT 'dolly stop' in the background.



Photo 6484, by **Ray Monk**, added to LTSV on 21/11/2020.

The details of the TfL Highways operation remains something of a mystery to us, and (for the time being) the car shown in this photo is not included in the database. Seen at the North Greenwich Highways Alliance base on 31st August 2019, MA68WHV is a Hyundai Ioniq hybrid car similar to MK19FLC apart from having an even smaller light bar. To recap the situation, the London Buses infrastructure section was transferred to TfL in late 2016, and new vehicles were now in white/blue rather than red (although 8267VW was the only known example). A few months later, the fleet was moved from its traditional locations (mainly at bus stations such as Orpington and Stratford) to 'somewhere else'. It was later discovered that they had gone to Highways Alliance bases, including ones at Harlesden and Picketts Lock. The remaining red vans were then then disposed of during 2018, seemingly being replaced by un-numbered vans like OU68NUV (see photo 5832). Although carrying TfL lettering, these were not supplied by Acton Works, and hence we did not know how many there were. The Highways Alliance bases also have cars allocated, mainly with a yellow stripe and lettering like that seen in the Morden photo linked above, though two at North Greenwich were silver with TfL markings. The fact that there have been no further reports of similarly-marked cars (or vans) over the past 2 years suggests that there might not be many of them. Having said that, a small van was recently noted parked at Turnpike Lane bus station in

	<p>the same livery as the van photo linked above, but with the yellow stripe lower down.</p> <p>To add to the unknowns: 8267VW appears to still be current but its whereabouts are unknown. A newer Ford Transit van (8863F) is apparently in a similar livery. Role and allocation unknown. Fourteen Toyota Yaris cars in TfL white/blue were leased in 2019 (numbered between 8836T and 8899T), most of which have not been seen since delivery.</p> <p>I had intended to pay a visit to Picketts Lock once the COVID lockdown was eased, though it looked like a long walk and I didn't manage it before Lockdown 2 started. So, I have been limited to on-line hunting. I found one resource which I thought might prove useful, this being an interactive map showing land owned by (or leased to) TfL, LBSL, LUL and the Greater London Authority. I have spent some time browsing this map, but have not yet found anything that might help answer these questions. The site is worth a look anyway, and it can be found at https://tfl.maps.arcgis.com/apps/webappviewer/index.html?id=5129c766255941d3be16a6828faa8f18.</p>
	<p>Photo 6485, by Philip Hambling, added to LTSV on 21/11/2020.</p> <p>I'm going to end today's batch of photos with something a bit unusual. Few people took any notice of the garage sweepers owned by London Transport, and it might be fair to say that they were a minority interest within a minority interest (service vehicles) within a minority interest (the LT fleet). However, they were liked by a couple of people who took notes of ones they found. The chap in this photo went one step further. He worked at Edmonton Garage and, when that was closed in February 1986 (and he was transferred to Stamford Hill), he had towed Edmonton's sweeper home and put it in his garage! Phil met the man at a rally later in the year and was invited to come and see the sweeper at its new home in Ponders End. After some tinkering and a few helpers to push, the machine started up. The only lettering visible in this view is a letter N on the nearside of the water tank, but the vehicle is apparently L20, a Lister new in the 1960s and previously allocated to Enfield (see photo 1401). Whether it still survives is not known.</p>
	<p>Photo 6486, by Philip Hambling, added to LTSV on 28/11/2020.</p> <p>From 1982, new vehicles that were leased instead of purchased (these tending to be the smaller cars and vans) were given fleetnumbers in a new series starting at 3000. This meant that the traditional number series (which had been used continuously since 1939) saw far fewer additions. Apart from one late-running car (2370B in January), just seven new fleetnumbers in the original series appeared in 1982. Undoubtedly the most interesting of those seven was 2375D, a Dodge S50 new in July with a box body fitted out as a mobile laboratory. It had a small window in each side and some equipment hatches in the nearside, while the rear end had twin hinged doors for access, along with a step. The livery was a unique navy blue lower half and grey upper half, and the only lettering carried was the fleetnumber and LTE legal lettering. Used by the research laboratory at Chiswick Works, it was later joined by Bedford Midi van 2457B in standard red livery. Both vehicles were seen parked outside Kings Cross Station in November 1987, no doubt investigating the tragic fire that occurred there on the 18th. The research laboratory became LUL Scientific Services in 1987 and was moved from Chiswick Works to the new Frank Pick House on Bollo Lane (now used by Lifts and Escalators) and received one more new vehicle (Ford Transit van 2507F – see photo 61).</p>




	<p>before being closed down in 1996. 2375D had been withdrawn in 1991.</p>
	<p>Photo 6487, by Philip Hambling, added to LTSV on 28/11/2020.</p> <p>Photographed at Ash Grove Garage in February 1987, 3464B was a rather typical 1980s Inspector's vehicle, being a Bedford Astra van complete with roof-mounted roundel. It had evidently had a bit of a bump to the front end, though other photos suggest it was repaired and returned to service within 2 months.</p>
	<p>Photo 6488, by Ray Monk, added to LTSV on 28/11/2020.</p> <p>I used to try and do at least one night expedition a year, usually starting at Griffith House. It was normal to find at least 20 service vehicle parked on nearby streets at about midnight, the vans then heading off to their work sites. As such, the vehicles were (relatively) easy to photograph, and much of the large allocation was covered. I have not managed any trips in the last few years, so we are reliant on day-time sightings of the vehicles for photographs. A few have been found parked up on residential streets, while others have been found on visits to Acton Works. One of the latter was Renault Kangoo (not Maxi) van 8358R, seen at Acton on 24th October 2020. Note the lack of fleetnumber (on the nearside only). In the background is one of the 2-axle Econic dustcarts with NTM bodywork (WO66HFL/HFM).</p>
	<p>Photo 6489, by Ray Monk, added to LTSV on 28/11/2020.</p> <p>LUL currently has 47 Toyota Prius cars in the liveried fleet, some of which are more elusive than others. 8624T is based at Hainault Depot in north east London and was not photographed until it returned to Acton Works in August 2020. It was still in the car park there when photographed on the 5th of September.</p>

Photo 6490, by **Ray Monk**, added to LTSV on 28/11/2020.

The new Berlin Brandenburg Airport was recently opened a staggering nine years later than originally planned. Construction work was in fact essentially completed in 2011 (including a new railway line and station), but various technical issues caused massive delays to the actual opening. This put me in mind of the Crossrail project, work on which has been continuing at a reduced rate during the COVID-19 pandemic. As of August 2020, the proposed date for opening of the central section of the Elizabeth Line is in the first half of 2022.

The white/blue/purple service vehicles do seem to be seeing some use, with visitors to the Plumstead depot finding a different set of vehicles present each time. Ford Transit crew van 8649F has been seen at Plumstead a few times, but for a better photo I have gone back to 18th December 2018, when the 2-month old van was parked in the car park at Acton Works. A gaggle of LUL Renault Kangoos were also present, while more interesting were the two Land Rover Defenders, believed to be LP15VJA and LP15VHN, latterly based at Arnos Grove.

Photo 6491, by **Ray Monk**, added to LTSV on 28/11/2020.

The small Ford Transit Courier model was introduced in 2014 and has seen some use as a service vehicle by LUL. Apart from a few one-offs, largish batches were allocated to each of Lillie Bridge (believed to be for Ultrasonics) and Frank Pick House (Lifts and Escalators). The latter's initial ten were replaced by nine new examples in July 2019, while the Lillie Bridge batch started being renewed a year later. 8769F is one of the nine allocated to Frank Pick House, though it is not often to be found there. It was resident for a while from late-August 2020, and Ray photographed it outside the main building on 5th September. The van's appearance is slightly spoiled by having lost both of the smart wheeltrims on the offside.

Photo 6492, by **Ray Monk**, added to LTSV on 28/11/2020.

After a bit of a lull in deliveries, no fewer than 22 new Ford Transit dropside trucks were received in the last three months of 2019. Fleetnumbers were spread across a wide range, from 8760F to 9002F, suggesting that some had been on order for a while. Coming near the middle of that range, 8870F was new in November and (like most of the others) had a tail-lift but no crew cab. Observations suggest it is allocated to Acton Works, where it was photographed on 22nd August 2020.



Photo 6493, by **Derek Everson**, added to LTSV on 28/11/2020.

Morden appears to have been one of the last locations to operate red Mercedes IRU (Incident Response Unit) vans, these all having been replaced by new, white-based Volkswagen Crafters by November 2020. This splendid view of the sun rising over the car park on 24th November 2020 shows six Crafters present, though the allocation here is believed to actually total 8 or 9 vans. From left to right the vans were 9085VW, 9099VW, 9062VW, 9098VW, 9068VW and 9055VW. This photo makes an interesting comparison with one also taken by Derek at the same location two years previously (see photo 5812).



Photo 6494, by **Philip Hambling**, added to LTSV on 28/11/2020.

Last week I showed one of the last three lorries bought by LCBS (London Country Bus Services), and here comes another one. Comparison of this view of 68F at Hertford Garage in May 1987 with the one of 66F at Crawley (see photo 6482) will show some relatively subtle differences. 66F was a Cargo 0811, while 67F and 68F were Cargo 1011s. The differences include wider mudguards on the cab of the larger lorries, and bodywork that is mounted higher-up and with deeper sides in metal rather than wood. The revised location for the front numberplate may not be of significance. Like 66F, 68F is believed to have passed to Gatwick Engineering in 1986, this perhaps accounting for the lack of lettering in this view. It is not known if it ever gained the new white/yellow/red livery.



Photo 6495, by **Philip Hambling**, added to LTSV on 28/11/2020.

Taken at Hertford Garage in May 1987 (as was the previous photo), this view shows Gatwick Engineering Ford Transit van C553NFG leaving. This van had been new to London Country Bus Services as 70F in September 1985, this being the penultimate number allocated in their main service vehicle series (there were also service vehicles numbered in the 578F to 586F range as well as a few other oddities, while 71F was allocated to another Transit also new in September 1985). I haven't been able to find out when Gatwick Engineering closed down. The Companies House website lists a Gatwick Engineering Company Ltd incorporated in April 1986 and dissolved in December 1996, though the only address given is that of accountants Touche Ross in Birmingham. Note the traditional 'Fire Station' just inside the garage doors, the sand buckets having by then been replaced by extinguishers.



Photo 6496, by **Philip Hambling**, added to LTSV on 28/11/2020.

National Travel London (later just National London) was one of several regional NBC (National Bus Company) subsidiaries that only operated coaches, in this case from a garage in Catford. Control of the company was passed to LCBS (London Country Bus Services) in May 1984, and this resulted in the appearance of National London fleetnames on at least one LCBS service vehicle (43F – see photo 1054). The coach fleet was gradually reduced by transfers to LCBS and (from September 1986) the four new regional companies. The end came in February 1987 when the remains of the fleet were taken over by Kentishbus (formerly London Country South East). The only service vehicle known to have originated with National London is this Ford D-series tow truck registered DGP364H. When it was photographed at the Kentishbus garage in Swanley in January 1988, it still retained National London lettering but had gained Kentishbus fleetnumber 931. It was later re-registered Q981JKO and was probably withdrawn in the early 1990s.



Photo 6497, by **Derek Everson**, added to LTSV on 28/11/2020.

With the bulk of the operation absorbed into Go-Ahead London a few years ago, Metrobus retains just the Crawley garage and is now managed from the Go-Ahead subsidiary to its south (Brighton & Hove) rather than its north. The service vehicle fleet still uses the white livery with neat but restrained markings and 4-digit fleetnumbers. 8031 is one of a pair of Mercedes Vito minibuses acquired in mid-2015 and it was seen, still looking smart, on 6th August 2019 about to turn from Gatwick Road North into the industrial estate where the garage is located. In the windscreen is a sign showing that it is on crew ferry working FB3.



Photo 6498, by **Lee Thatcher**, added to LTSV on 28/11/2020.

RATP acquired a batch of 30 Dacia Sandero cars over the turn of 2019/2020, for use as crew ferry vehicles from the various garages operated by its London United, London Sovereign and Epsom Buses subsidiaries. I reckon this is the largest ever single batch of service vehicles added to a London bus operator's fleet (not including LT of course). Allocations for a few of the cars are still unknown, with reports in 2020 having been reduced due to the COVID-19 situation. Even when vehicles are seen, sometimes it is hard to be certain where they are based. For example, D75117 had been noted working from Hounslow Heath Garage early in 2020, but on 16th November 2020 it was seen parked at the main (older) Hounslow Garage, alongside an unidentified sister.



Photo 6499, by **Lee Thatcher**, added to LTSV on 28/11/2020.

RATP followed its batch of 30 Dacia cars with a dozen Renault Master vans in summer 2020, together these replacing most of the existing fleet. Fleetnumber R70030 is carried by MF20RVA, seen passing the Bell in Hounslow on 9th November 2020. Similar R70034 is reportedly based at Hounslow Garage so I suspect R70030 will be at Hounslow Heath, but more sightings are needed before this can be confirmed.



Photo 6500, by **Derek Everson**, added to LTSV on 28/11/2020.

A sign of things to come? There were no obvious service vehicles at the Cordwallis Volkswagen dealership in Bedfont on 24th November 2020, but there were a few plain white vehicles which may yet turn out to be for the central fleet. One of these was VW Crafter dropside truck RE70HYN, as shown here. Apart from a couple of Mercedes Sprinters, all mid-sized dropside vans for the central fleet since 2008 have been Ford Transits. Having said that, LUL has taken a few Crafter vans recently, following a large batch for LBSL, and it may be that the type has proved itself suitable. Normally, dropside trucks for LUL would come with blue bodywork, but the fact that the recent Crafter vans have entered service in all white could mean that the livery policies have changed. Note that this truck has the black plastic panel below the headlights and grille, similar to that on the vans at Hainault (see photo 6432), but different to the white panel on the LBSL vans and LUL crew vans.